RUSS OLSON VOLUME 4A

MINNEAPOLIS, LYNDALE & MINNETONKA RAILWAY

"THE MOTOR LINE"

Description

History, Roadway and Track, Operations, Miscellaneous Notes

Sub-divisions Within This Volume

- Contents of the Front Pocket
- History
- Track & Roadway
- Operations
- Equipment
- Construction Costs
- (Unnamed Divider)
- Contents of the Back Pocket

Contents of the

Front Pocket

NOISELESS

MOTORS AND STEAM STREET CARS

FOR

CITY AND SUBURBAN RAILWAYS.

BALDWIN LOCOMOTIVE WORKS,

BURNHAM, PARRY, WILLIAMS & CO., PHILADELPHIA, U. S. A.

(CABLE ADDRESS—BALDWIN, PHILADELPHIA.)

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GENERAL DESCRIPTION OF MOTORS AND STEAM CARS.

As the same features of construction are observed in the methods of using and applying steam in the several forms of separate motors and steam cars, the following details are common to all of these machines:

MATERIALS AND EQUIPMENT.

The materials used in the construction of the motors and steam cars are, steel for the boilers, fireboxes, tires, and wrist-pins; charcoal iron for the flues; and hard, well-seasoned wood for the house or cab. Each machine is equipped with two approved injectors, each of sufficient capacity to supply the boiler when the motor or steam car is hauling its maximum load. A headlight at each end and a steam or lever brake are provided. Each machine is also supplied with all necessary tools, consisting of oil-cans, tallow-pot, gong, wrenches, chisels, hard and soft hammers, shovel, jackscrews, etc.

PLAN.

In the design and construction of the motors the appearance of an ordinary locomotive is avoided, and the features which would make ordinary locomotives objectionable in the streets of a city are as far as possible eliminated. The essential principles of construction are, however, in accordance with regular locomotive practice.

The boiler of the motors is of the horizontal or locomotive type, while that of the steam cars is of the vertical type. The working steam-pressure is usually 130 pounds per square inch.

The driving-wheels are steel-tired, and are coupled by side rods.

The machinery consists of two outside horizontal cylinders, communicating motion by connecting-rods taking hold of wrist-pins on the outside of the wheels. The arrangement of these parts, as also the details of the eccentrics, links, and valve motion are the same as in ordinary locomotives.

All wearing parts of machinery are made of steel, case-hardened iron, or bronze metal; larger journals are provided to give ample wearing surface, and special reference is had to durability, so as to reduce to a minimum the liability of any part to get out of order, even under the severest service.

FUEL AND WATER.

A tank, with sufficient capacity for a run of from eight to twelve miles, supplies the feed-water.

The replenishing of the fire can be done mostly at the end of each run.

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NOISELESS EXHAUST.

An exhaust-chamber is provided by which the noise of the exhaust steam is muffled or deadened, so that on all ordinary grades little or no puffing sound is heard. The discharge from the safety valves, cylinder cocks, and vacuum brake ejector (if one is used) is also muffled by being diverted into the exhaust chamber. The devices to secure these results are covered by patents taken out by these works.

CONDENSATION.

Air condensers have been used to a considerable extent on tramway motors in Europe and elsewhere. They are by some considered useful for the purposes of partially condensing the steam exhausted from the cylinders, and more effectually muffling the noise of the exhaust. In response to the demand for an appliance of this character, a compact and effective form of condenser has been designed. This consists of a series of small copper pipes, placed transversely underneath and between the cylinders. It is so arranged that the motion of the motor creates a circulation of air around and among the pipes through which the exhaust steam is conducted after it has been exhausted from the cylinders, prior to its escape through the exhaust-nozzle into the smoke-stack. The amount of condensation can be regulated by the surface presented in contact with the air.

This appliance more effectually muffles the noise than the simple exhaust-chamber referred to above. While it is of value in preventing show of steam, it involves complication and some increase in the consumption of fuel. Without the condensers the motors meet all ordinary requirements, and they are not therefore applied unless specified. Where special reasons exist for their use, they will be furnished at some additional expense.

PREVENTION OF SMOKE.

The firebox can be adapted to the combustion of either coke or anthracite coal. By the use of either of these as fuel, no perceptible smoke is produced. Bituminous coal can, of course, be used, if desired, but will necessarily show smoke.

PREVENTION OF SHOW OF STEAM.

The boiler is constructed in such a manner that, with proper management of the fire, little or no steam is shown when the motor or steam car is in operation. The steam escapes from the stack like hot air and not as a white vapor. It is thus rendered invisible in ordinary weather.

BRAKES.

A powerful steam-brake, or lever-brake if preferred, is attached, which is convenient to the engineer and easily and quickly worked. In case of emergency, the motion can also be almost instantly checked by reversing the engine. By either means the machine with car attached can be stopped in less than half the time and space required by a horse car. In the operation of those cars, the danger of accident is increased from the fact that the horses are in front of the car, and, to some extent, obstruct the driver's view of the track. The engineer of a motor or steam car has an unobstructed view of the track, and can bring the machine to a stop so quickly that liability to accident is greatly reduced.

A steam-brake on the motor or steam car is sufficient to control one attached car on ordinary grades. For steep grades or for suburban service, the vacuum or other form of continuous brake applying to each car is more

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effective, because of the much greater braking-power available and the uniformity of application, and the distribution of the wear and tear over a greater number of wheels. Furthermore, it places within the control of the engineer the entire system of brakes throughout the train.

CURVES.

Curves as short as are ordinarily used on street railways are traversed without difficulty. The four-wheeled types have been successfully run on roads having curves of 25 feet radius. The 6½-C type is run on curves of from 38 to 50 feet radius. The smaller classes of the 8¼-C type are suitable for curves of 60 to 75 feet radius, and the larger classes on curves of 75 to 100 feet radius. While these are the minimum curves practicable, the importance of adopting the greatest possible radius of curvature is obvious. There is no liability of the steam motor or car to leave a track which is kept in ordinarily proper condition.

SPEED.

Eight to fifteen miles per hour, according to the condition of the track, with one or more cars attached, can be readily made by these machines. Hence a given distance can be traversed in much less time than a horse car. The motor can stop and start more quickly than horses, and is so readily controlled that passengers can be discharged or embarked in much less time. Furthermore, on ascending grades where horses are brought to a walk, steam can maintain its speed of 8, 10, or 12 miles per hour, as the case may be. Without, therefore, actually running any faster when in motion in the crowded streets of a city, the motor can make appreciably better time. A smaller number than of horse cars, therefore, can do the same service, and the number of cars can be materially reduced. The speed at which the motors can be run gives them an important advantage over horses when running through suburban or sparsely-settled districts, where greater speed is not unobjectionable, but desirable.

HEATING PASSENGER CARS.

A portion of the exhaust steam can be utilized to heat the cars comfortably in cold weather.

PROTECTION OF THE MACHINERY FROM DUST.

The machinery is, as far as possible, enclosed or otherwise sufficiently protected from mud, dust, sand, etc.

ECONOMY OF LIGHT MOTORS AS COMPARED WITH HORSES.

As one of these machines can draw two or three cars on a level track or easy grades, and, where the circumstances permit, can be run at a speed of from 12 to 15 miles per hour, it is apparent that it can do the work of 20 to 30 horses. One engineer only is required, no matter how many cars are drawn, and the brakes on any number of attached cars can be operated by the engineer from the motor, by steam or other power brake.

The first cost of real estate and buildings for stables and storage of hay and feed, the yearly expense for insurance, taxes, and repairs of same, and for hostlers and attendants will be in a great measure saved. Sheds of one-fourth or one-fifth the size required for stables will answer for housing the steam motors.

The following elements are to be considered as conducing to the economy of operating a line with motors or steam cars as compared with horses:

1st. The capacity of steam cars for greater speed, enabling a smaller number of cars to do the same service.
2d. The capacity of the steam car or motor to draw one or more additional cars, by which its earnings may be

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doubled or trebled with only a slight increase in the consumption of fuel; and, 3d. The saving in real estate and buildings requisite for stables, storage of feed, etc. In respect to the greater speed of steam cars, it should be remarked that this can be effected without increasing the rate of speed in the crowded streets of a city. Some saving of time can be effected even here, however, by the ability of the steam car to stop and start more quickly than a horse car, and to maintain its speed on ascending grades; but a very great saving of time can be effected on the suburban parts of the line by the possibility and desirability of a much higher speed than horse cars can attain.

SAFETY IN OPERATION.

The construction and working of both steam car and motor are calculated to make them much safer in operation than cars drawn by horses. The motion is controlled by a powerful brake, operated either by steam or by a lever, placed within convenient reach of the engineer and easily worked. Where desired to actuate continuous brakes on the cars a vacuum or air brake can be substituted, and the entire system of brakes throughout the train brought within control of the engineer. In an emergency, the motion can also be almost instantly checked by reversing the engine. By these means, the motor, with car attached, can be stopped in less than half the time and distance required by a horse car. The engineer has an unobstructed view in all directions, and can control the machine with surprising efficiency. The motors are adapted to run equally well in either direction without turning. The weight of a motor for working ordinary grades is not greater than that of a heavily-loaded horse car, and no undue wear of track is involved by its use.

In this connection, we subjoin a paragraph from a prominent technical journal, giving the experience of the writer on this point:

"One very important feature is the perfect control exercised by the engineer over the motion of the car. The powerful brakes—both steam and hand—enable the stoppage to be almost instantaneous. Upon one occasion we were riding in the '*Baldwin*,' and after reaching the less thickly populated section of West Philadelphia, the speed was increased to about three times that of the horse cars, or about 18 or 20 miles per hour. It becoming necessary to stop for a passenger, the brake was applied, and much to our surprise the car was stopped within little more than *its own length*. This shows that, even with a much higher rate of speed than that of the horse cars, the steam cars are far less dangerous than the latter, notwithstanding that this point was one of the most strongly urged against the use of steam on crowded streets."—*American Manufacturer.*

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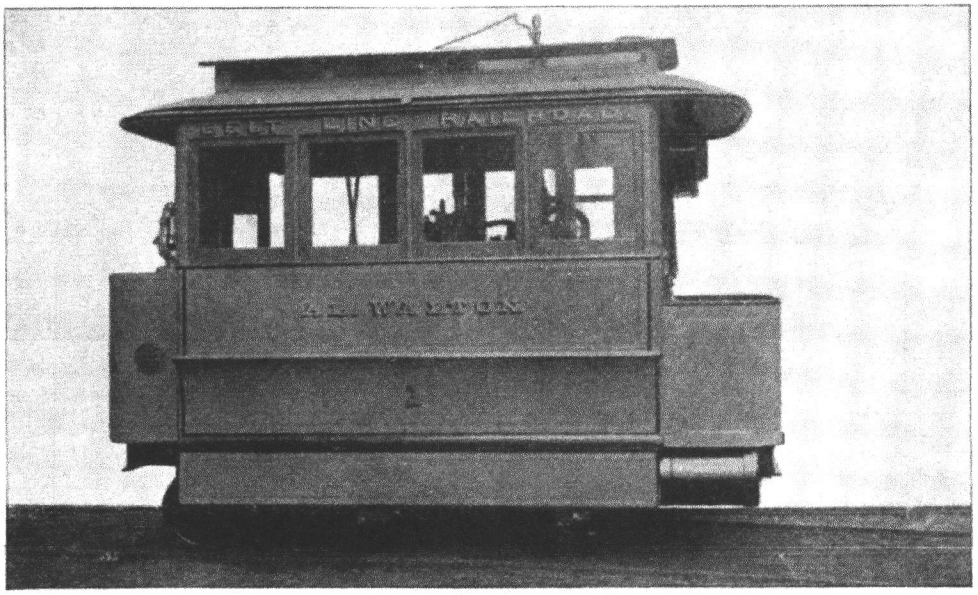

NARROW-GAUGE TRAMWAY MOTORS.

FOUR-WHEELS-COUPLED AND PONY-TRUCK.

Dimensions, Weights, and Tractive Power of Four Sizes of Motors of this Pattern.

CLASS.	Cylinders. Diam. Stroke. Inches.	Diam. of Driving-Wheels. Inches.	Wheelbase. Total.	Wheelbase. Spread of Driving-Wheels	Capacity of Tank for Water. Gallons.	Weight in Working Order. Pounds. Total.	Weight in Working Order. Pounds. On all Driving-Wheels.	LOAD IN TONS (OF 2240 POUNDS) OF CARS AND LADING. ON A GRADE OF On a Level.	1 per cent. or 52.8 Feet per Mile.	2 per cent. or 105.6 Feet per Mile.	3 per cent. or 158.4 Feet per Mile.	4 per cent. or 211.2 Feet per Mile.	5 per cent. or 264 Feet per Mile.	6 per cent. or 316.8 Feet per Mile
			Ft. In.	*Ft. In.*										
6-10⅓ C	8 x 12	31	9 6	3 9	200	17,000	13,000	230	65	35	22	15	10	7
6-11⅓ C	9 x 12	31	10 0	4 0	250	20,000	16,000	290	80	45	28	20	14	10
6-14⅓ C	10 x 14	35	10 6	4 0	300	26,000	20,000	345	95	54	33	23	16	11
6-16⅓ C	11 x 16	35	11 8	4 6	400	34,000	25,000	475	135	75	45	33	23	17

Dimensions: Length of body, 9 feet to 13 feet 3 inches. Length over all, from 18 feet to 25 feet. Height from rail to top of raised roof, from 10 feet to 11 feet.

Minimum suitable weight of rail in pounds per yard: Class 6-10⅓ C, 16 lbs.; Class 6-11⅓ C, 20 lbs.; Class 6-14⅓ C, 25 lbs.; Class 6-16⅓ C, 30 to 35 lbs.

Where considerable speed is required, a pony-truck can be added to obviate any tendency towards a plunging or galloping motion, which there may be when four-wheeled motors are run at rapid speed. The type will then be as shown on this or opposite page. As the pony-truck has a swinging bolster and radius-bar, the motor is enabled to traverse curves of short radius with ease. Greater fuel-space and water-capacity can be provided than in the four-wheeled motors. Longer runs are thus made possible, and motors of this design are, therefore, better adapted to service on suburban and other roads where rapid speed and long runs are desirable. As the weight is distributed over six wheels, and four of the six are equalized together, no excessive weight is concentrated upon any one point. The wear upon the track is, therefore, less than with a four-wheeled motor of equal weight. As, however, in this type of motor a part of the weight is carried by the pony-truck and is not utilized for adhesion, it is not so powerful as the four-wheeled motors of the same aggregate weight.

Motors of this type are used more largely than any other. Curves of 38 to 50 feet radius are traversed without difficulty.

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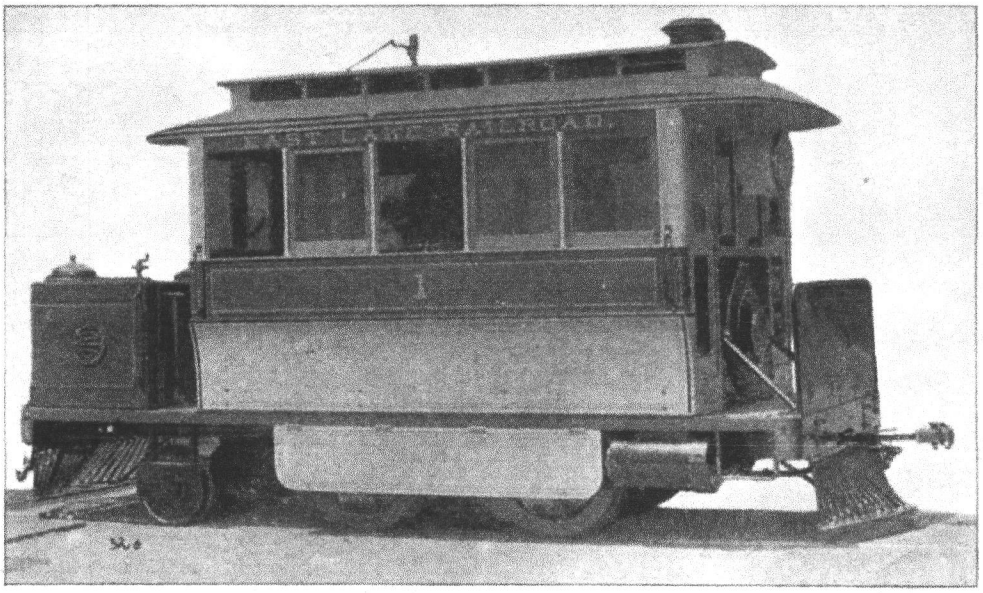

BROAD-GAUGE TRAMWAY MOTORS.

FOUR-WHEELS-COUPLED AND PONY-TRUCK.

Dimensions, Weights, and Tractive Power of Seven Sizes of Motors of this Pattern.

CLASS.	Cylinders. Diam. Stroke. Inches.	Diam. of Driving-Wheels. Inches.	Wheelbase. Total.	Wheelbase. Spread of Driving-Wheels.	Capacity of Tank for Water. Gallons.	Weight in Working Order. Pounds. Total.	Weight in Working Order. Pounds. On all Driving-Wheels.	LOAD IN TONS (OF 2240 POUNDS) OF CARS AND LADING. On a Level.	ON A GRADE OF 1 per cent. or 52⅘ Feet per Mile.	2 per cent. or 105⅕ Feet per Mile.	3 per cent. or 158⅘ Feet per Mile.	4 per cent. or 211⅕ Feet per Mile.	5 per cent. or 264 Feet per Mile.	6 per cent or 316.8 Feet per Mile.
			Ft. In.	*Ft. In.*										
6-10⅓ C	8 x 12	31	7 6	4 0	200	19,000	15,000	290	80	45	28	20	14	10
6-11⅓ C	9 x 12	31	9 6	4 6	250	24,000	20,000	385	110	60	39	28	20	15
6-14⅓ C	10 x 14	35	9 8	4 6	300	30,000	23,000	445	125	70	44	31	22	16
6-16⅓ C	11 x 16	35	10 5	4 11	400	34,000	26,000	500	145	80	50	35	25	18
6-18⅓ C	12 x 18	39	10 6	5 0	500	38,000	32,000	620	180	100	63	45	33	25
6-20⅓ C	13 x 18	39	11 6	5 0	500	48,000	38,000	735	210	115	74	52	37	28
6-22⅓ C	14 x 20	42	12 6	5 6	600	55,000	46,000	890	255	145	90	64	46	35

Dimensions: Length of body, from 9 feet 2 inches to 14 feet. Length over all, from 16 feet 8 inches to 28 feet. Height from rail to top of raised roof, from 10 feet 3 inches to 12 feet.

Minimum suitable weight of rail in pounds per yard: Class 6-10⅓ C, 20 lbs.; Class 6-11⅓ C, 25 lbs.; Class 6-14⅓ C, 30 lbs.; Class 6-16⅓ C, 30 to 35 lbs.; Class 6-18⅓ C, 40 lbs.; Class 6-20⅓ C, 45 to 50 lbs.; Class 6-22⅓ C, 50 to 60 lbs.

In the design illustrated on this page, the tank is set far enough back on the engine frames to admit of entrance at the side, between it and the cab-body. This gives a shorter cab, and the apparent size of the motor is reduced. This is an advantage where the steepness of the grades, or other conditions of service, are such as to require the use of motors of the larger classes in city streets. Where the climate is such, however, as to make it desirable to extend the cab to the tank in order to afford greater protection when firing, the entrance for the larger classes of motors can be arranged by side doors, in the same position as the side entrances shown in the above illustration.

In both designs, entrance to the front or cylinder-end is effected by a door each side of the boiler-head.

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FRANK BIBB
905 ST. PAUL STREET
BALTIMORE 2, MARYLAND

PLAZA 7540

20 Sept. 1955

Mr. Russell L. Olson,
3708 26th Ave. So.
Minneapolis 6, Minn.

Dear Mr. Olson:

Thank you foryour very kind and informative letter of Sept. 8th. Upon receipt of it I had some photostats made for you which I ask that you accept with my compliments. As you asked I also had a copy of the builder's blue print of the old motor line locomotive made for you and a copy of number 9 of the West Virginia Midland which seems to be identical with the locomotives of the motor line which you can see by comparing the two prints.

(1) The photo at the top of page 7 which you say was on the St. Paul & Whitebear Railway is a mystery to me. Is this one of our old motor line locomotives and our cars? I never knew of a motor line to White Bear but when I was about six years old my Father took my brother and me on one of the old rebuilt motor line open cars on the Interurban. I remember plainly that it had been changed with a center aisle and gates at the rear. We then transferred to the 7th Street Cable Line and were jerked (I don't mean maybe) to Duluth Avenue where we changed to the North St. Paul Electric car, one of those which laterran as double enders on Minnehaha and Lyndale Avenue South. Further in re the motor line I send you a picture of a DePole electric motor which was tried on the motor line. This seems to me to be made from one of the box car type steam motors. Can you comment on this? When a small boy I lived at 2019 Dupont Avenue North and I remember plainly when the closed motor line coaches were hauled up 20th Avenue North to Robinsdale. An account that I have says that some of them were destroyed by fire in a car barn in Robinsdale. However I can also remember seeing portions of cars painted ochre yellow used as play houses and hen houses on lawns. Also the package freight car which was up there on someone's property. While taking a carriage ride near Robinsdale I also saw a soda motor with one small vestibuled ex-horse car both painted red which had come down to the end of the line and was preparing to return to Robinsdale. It was makin g a terrific throbbing noise and I was very much

Northern Car Co. fire?

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interested with the whole proceedure.

NOTE (2) I remember also faintly seeing motor rolling stock and a locomotive near Minnehaha Falls on the old right of way.

(3) Over a year and a half ago I sent Mr. Swett a print from the Street Railway Journal of an early interurban car No. 624 which is not mentioned in the lists. He returned to me a large photostat of my original cut. If you do not know this I can send a print to you for copy. Do you remember a large nine window single truck car which used to run on the 20th Avenue North line? This car is not mentioned in any list either. My Father used to call our attention to it. And do you remember certain very wide single truck open cars which used to run on Lyndale Avenue South. They were much wider than the early open cars. Then there were the early Laclede trailers (open) which were exactly like the St. Paul open cable trailers except that they had not railroad ends. Do you remember the old St. Louis Park cars made of two spliced small cars? I remember they used to come to 29th Street and Hennepin Avenue and were double enders. #539

(4) Back to our "motor line", were the locomotive turn tables at Lake Harriet or Lake Calhoun and was the Lakewood Cemetary entrance built at that time? Where was the track to Washburn Park on the map on page 7 of the old motor line shops? I remember riding many years ago out to Washburn Park on an old rebuilt motor line closed coach only I seem to remember that it was a combination coach remade. Do you know anything about this?

(5) Now back to the St. Paul-Selby Avenue cable I remember taking it with my family to Marriam Park. I can still see the terminal pulley which was in an open pit in the street. In re the shop switches on page 81, they were built from the cable grip cars and I used to go every week down Selby Hill with these cars towing either large leectric trains or electric cars. You write me that the first electric cars on Grand Avenue were horse cars but I must disagree with you because the motor car is clearly a remade cable grip car. It shows the six seats and the gong in the middle of the car where the gripman could wield it.

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One more parting shot, do you remember a work car painted, I think, red and ~~green~~ cream? This used to be in Minneapolis. I think it was an old ex-motor line motor.

(6) Could you send me in exchange your letter ✱ 5, box car type motor with trailer at 4th and Marquette, photo of soda motor No. 10 and motor no. 2 running along Lake Calhoun? If this is the familiar picture which I have, please do not trouble about it. My print had four coaches. Do you know the book TCRT published a good many years ago in which there were pictures of the motor at Lake Calhoun and the Minnehaha right of way? If you can send me prints of these I shall be greatly pleased. It is not material that they be well produced.

Well, I hope that I have not killed you. Manythanks if you can help me.

With kindest regards, I am,

Sincerely yours,

Frank Bibb

With the Compliments of
Garrie L. Tufford

Transcripts from

THE DAILY PIONEER PRESS

(St. Paul and Minneapolis Pioneer Press)

St Paul, Ramsey County, Minnesota

1886

February 23, 1886, Tuesday (XXXIII:54)

A GREAT MOTOR COMMOTION.

The Eighth Ward Citizens Turn Out En Masse to Protest Against the Sixth Street Stoppage.

Some lively Speeches Made and Lengthy Resolutions Adopted, With More to Follow.

The citizens of the Eighth ward, who have worked themselves up into a fever heat over the stopping of the motor at Sixth street, met en masse in the Twenty-eighth street rink last night to enter their vigorous protest. The large hall was densely crowded, those who could not find accommodations on the floor perching themselves in the windows or even the brackets that supported the roof. Every one was talking vehemently, emphasizing his oratory with gesticulations forcibly appropriate to the occasion. J. H. Giddings was appointed chairman of the meeting and E. H. Warner secretary. Upon taking the platform, Mr. Giddings said:

Neighbors of the Eighth Ward: We are called here to take action against the action of one man. We have been told in a calm, cold way that the Eighth ward must take a walk. Now we want to be deliberate and reasonable. Let it be distinctly understood in the beginning that politics are not connected with this meeting. Our sole object is to protect our firesides and our homes. Although we have not been as successful as our neighbor on the hill, we have as much love for our hearthstones as W. D. Washburn has for his. We come here to see if one man with a paper in his pocket is going to wipe out of existence this rapid transit which has made our prosperity, because "it is so nominated in the bond." The motor has made the Eighth ward bloom with happy homes, and now shall this one man come along and say that it shall be for naught? This man has been honored and put in positions of trust. He should be the last one to do what would injure the laboring man. We are told that this motor scares his royal horses. But is that sufficient excuse for his action?

The speaker here suggested that a committee of three be appointed to draw up a fitting memorial to Gen. Washburn. That being the sense of the meeting, A. R. Chesnut, E. A. Stevens and George F. Backus were appointed. They immediately retired, and the picnic was resumed. Ald. George W. Cooley was called upon, and amidst yells of applause took the stand.

Mr. Cooley alluded to the trials which have beset the motor line ever since it began. He thought that until electricity, or some other motive power may be used, the cars must be taken by steam directly to Washington avenue. The voice of the people demands this, and it is the only thing that can be done. He though Gen. Washburn, who is one of the fairest-minded men in the world, is entirely wrong here. Mr. Cooley went on tp say that his influence in the council was with the people in this matter, and he would do what he could to insure their having their rights. He further explained that the 1st of November last was really the limit set for the use of steam beyond Sixth street, and it was only by personal intercession from certain parties that the time was extended.

Dr. Avery, the next speaker, said that it was an easy thing to fasten the blame of this whole matter upon one or two individuals. It was Gen. Washburn who got the wicked restriction inserted in the contract. Perhaps there is one other equally guilty. "Tom Lowry" yelled some one in the crowd.. As to this the speaker did not say. Amidst shout and yells of welcome, ex-mayor A. A. Ames was introduced.

"I have come here loaded for bears," said the doctor, "but understand there is no political significance in all this. It is simply a matter of protecting our homes. A few months ago I came out here with my family to get away from the bad influence of the city, but now a man

comes along and takes away the conveyance which I have for coming and going. I am covered all over with red paint. A city has been made out here. Every foot of land in the Eighth ward is dependent on the motor. The people have vested right and the council is bound to stand by the people and help them defend their homes. The speaker urged the Eighth-warders to carry the matter into the courts, and he promised to do his share in maintaining the good fight. He estimated that by taking away the present rapid transit between the two parts of the city property in the Eighth ward would be depreciated 30 or 40 per cent.

"Fifty per cent" was yelled all over the house, and even this the speaker did not think an extreme figure. Ald. Albert Lawrence, the next speaker, said:

We are indignant, and we have just reason to be indignant, for an outrage has been committed, the extent of which, perhaps, not all of you realize, but I think our right will be recognized. I do not really think that Mr. Washburn will crowd the matter or take an advantage of the forfeit of the bond.

The committee on resolutions here appeared, and Mr. Stevens read the following:

THE RESOLUTIONS.

We, the people of the Eight ward, in mass meeting assembled to consider the matter of rapid transit between our homes and the heart of the city--a matter of vital to every resident and property owner in the ward--do resolve as follows:

Whereas, The motor line was established and has apparently become a permanent success by reason of the united favor and encouragement of the city council, the public press and most of the business men and people of our city; and

Whereas, Relying upon its establishment and operation for more than six years--during which "Poverty Flats" has been transformed into an exceptionally enterprising city--we have built our homes in such great numbers that this new ward stands second only in the list in improvements made in 1885; and

Whereas, The value of our homes depends almost wholly upon cheap and rapid transit between them and the mills, factories and shops where most of us earn the daily bread for our families, and

Whereas, Such rapid transit has heretofore been afforded us by the motor line, which has developed into a street, suburban and pleasure railway unsurpassed in the West, and the new management, has our hearty and earnest commendation for its vigorous efforts in providing more frequent trains, better cars and service, and increased accommodations; and

Whereas, We learn with fear for an impending shadow over the values of our property, that the new management some time since entered into an agreement with Hon. W. D. Washburn not to use steam below Sixth street after this date, which action we believe may eventually interfere with the rapid transit which must maintain, and

Whereas, We believe the courts will protect us against the ruin which such contract will bring, if enforced, and as being against public policy, yet we deem it only necessary to appeal to the public spirit of our honored fellow townsman, William D. Washburn, in whom alone rests the right under said contract to demand that steam be now dispensed with below Sixth street; and

Whereas, We believe the present motor company is making an honest effort for a more desirable power than steam, and that it may ere long be secured without disadvantage to ourselves or long-continued discomfort to others;

Now, therefore, we appeal to Hon. W. D. Washburn, as our friend and neighbor, to permit steam to be used until the motor line management can substitute a better power, or until the limit for use of steam, as fixed by the city council, shall have expired; and pointing with pride to the princely mansion of Gen. Washburn, as it towers aloft on the hill in our midst, we ask him to act toward us that he also will look with pride and satisfaction from the windows of his turrets down on to the curling smoke from our thousands of hearthstones. Your committee further recommend that a committee of twenty-one be appointed by the chairman (he to be the chairman of the same) to present these resolutions to Gen. Washburn, five of which committee, as an executive committee, to continue to look after our rapid transit interests and that such committee be instructed to leave nothing undone in perfecting the same.

The report was adopted with great enthusiasm. H. A. Odell was then called upon and made a very fiery speech. He said some highly uncomplimentary things of Gen. Washburn. He even intimated that this is a scheme on the part of the honorable gentleman by which he may buy up the depreciated homes of Eighth warders at a low rate. He called the general a Shylock. Mr. Odell then turned his attention in a no less vigorous way to Mr. E. S. Corser. He suggested that Minneapolis had got too big for the latter, and that he had better move to Mendota or St. Paul. Ed. A. Stevens spoke briefly:

He thought that Gen. Washburn was not entitled to all the blame, but that C. A. Pillsbury should come in for a share. As to Corser's attitude, it was explained in the following manner: Corser has got immensely rich on account of the land which he has sold as a high price by reason of the motor. He has sold out now, and is booming Oak Park. Accordingly, he is down on the motor, which takes people in the opposite direction from his own property. He suggested that if the Eighth ward people were deprived of their motor they might demand that a road be made through the property of a gentleman whose grounds occupy four blocks.

The speeches seemed to ticle [*sic*] the audience immensely. The chairman announced the following as composing the committee who are to visit Gen. Washburn with the request:

J. R. Giddings, J. N. Abrahamson, M. L. Higgins, E. H. Warner, J. E. Miner, Robert Blaisdell, A. Dinsmore, George W. Libby, William Russell, George P. Johnson, Charles T. Tiltim, Henry W. Benton, E. A. Stevens, A. R. Chestnut [*sic*], L. A. Condit, W. A. Plummer, W. E. Darrow, R. N. Woslett, D. L. Kichle and C. W. Wells.

""When shall we storm the palace?" inquired Mr. Stevens. "Tonight, tonight," was shouted all over the house. But Mr. Cooley said that similar action is to be taken in the Seventh ward, and it is well that committees act in concert. The committee were accordingly instructed to proceed at their discretion. It was announced there will be a meeting of the committee at the Nicollet at 4 o'clock this afternoon.

IT DOES NOT MOTE.

In accordance with the previous announcement the steam motor yesterday ran no further down First avenue south than Sixth street. The trains at that point were, however, broken up, four horses attached to each coach and the cars drawn down across Washington avenue to Bridge square. In this way trains were run on time as usual. Gen. Washburn, who has brought about this change in the running arrangements of the road, returned home from Chicago yesterday morning. To an interviewer he said:

That steam motor is a curse to the street it is on and to the city. I will fight it continually until it is taken off. It marks a black line in the city; a burnt district, as it were. The council and city government has been bulldozed into allowing it to remain, and some time ago I realized that unless some one had the courage to make the stand it would remain there forever. With this sole object--that of getting the steam motor off First avenue--I purchased the motor. A year ago last winter when I was in Washington I was communicated with from here to know whether I would become part of a syndicate to buy out McCrory. I answered that I would on the express condition that steam should be taken off entirely. Later, while in New York, I had an opportunity to purchase a majority of the bonds, and I did so. When I returned to Minneapolis I made up my mind to foreclose the mortgage. About that time J. K. Sidle, representing another syndicate, wanted to know if I would let him have the bonds; that he could reorganize the road and save something out of the ruin. I told him that I would sell, one of the conditions being that steam should be taken off. His syndicate asked and I gave three days' refusal. This time was extended to three weeks, at their request. At the end of that time I sold out for a little more than I paid for the bonds, but who all the purchasers were I did not then know. Before the bargain was made I told them the condition of the sale was that steam must come off. They expressed an entire willingness to accede to this, and in fact said that it was the intention of the purchasers to substitute other power as soon as possible. I wanted them to run by horses from Twenty-eighth street, but they objected to pulling over the hill. Finally we compromised as follows: That steam should stop at Sixth street, Nov. 1, 1885, and at Nineteenth street on Nov. 1, 1886. Early last October C. A. Pillsbury said that it would be impossible to change at Sixth street just then, but gave promise that the provisions of the contract should be carried out as soon as practicable. I readily extended the franchise. I have been watching movements since, and I believe the talk about providing any other motor is all bosh. It is just a scheme to gain such time when it will be almost impossible to get it off. The people of the Eighth ward do not understand this matter. It is simply the fault of the present owners in not living up to their contract. I think it is better for them that the change come now, before they get their business interests so established that it will be a terrible hardship for them, for come it must. People will always and forever fight this thing, and the sooner the people in the Eighth ward recognize this the better it will be for them. The idea of a full-fledged steam train running down what you might call the finest avenue in the city! It will not be tolerated. It's an absolute ruin to property on First avenue, which might as well be confiscated.

INCIDENTAL NOTES.

The motor recently examined by President Small and F. C. Pillsbury in Chicago is what is

known as the Honigmann soda locomotive engine. The power is generated upon the principle that caustic soda will absorb large quantities of steam, and its contained heat will give off vapor. A motor properly charged will run for six hours without charging, and there is no steam or smoke given off by the motor.

A petition was in general circulation yesterday declaring the motor a nuisance, and asking that it be taken off. [p3:1-2]

* * END * *

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Transcript prepared for Russell Olson, 10 September 1993.

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Transcript by:
Garrie L. Tufford
51 Neptune Street
Mahtomedi, Minnesota 55115
8 August 1988
File: ([St. Paul] Daily Pioneer Press) SP-PP-86.Doc

History

DR. WILLIAM B. HAWKES
COL. WILLIAM MCCRORY

Dr. Hawkes was a doctor of medicine in Columbus, Ohio, a founder of Columbus Medical College, and a member of the board of trustees of Mt. Carmel Hospital. (His family has been traced back to Massachusetts.) He also was a businessman: vice-president of Franklin Insurance Co., and had joined John A. Hawkes in the operation of a stage company and turnpike during 1850. He was an investor in real estate. He also was one of the incorporators of two horse street railways in Columbus: East Park Place St. R.R., and Glenwood & Greenlawn St. R.R. (running on W. Broad St.). The latter company was incorporated in 1875 by Hawkes & Fitch Inc. E. A. Fitch was the owner and operator of the E. A. Fitch Coal Co., involved in coal mining. (There was a steam motor line operating in Columbus in 1873.) (Other horse street railways in Columbus in 1881 were: Columbus St. R.R., North Columbus St. Ry., and Columbus Transfer Co.)

Col. McCrory was an officer of the E. A. Fitch Coal Co. He was involved in the construction of the Hocking Valley R.R. and subsequently built the Glenwood & Greenlawn St. R.R. in Columbus for Hawkes & Fitch Inc. (He was born in Cambridge, Ohio; his family has been traced back to Pennsylvania.)

LYNDALE RAILWAY COMPANY

The Lyndale Railway Company was incorporated June 21, 1878, by

Col. William McCrory	Columbus, Ohio	
Dr. William B. Hawkes	Columbus, Ohio	
Judson N. Cross	Minneapolis	(lawyer)
Robert S. Innes	Minneapolis	(Remington's agent)
Samuel E. Neiler	Minneapolis	(Cashier, Northwestern National Bank)

with authority to build from Minneapolis to Lake Calhoun. Commencement date was July 1, 1878, and duration 100 years. The first Board of Directors comprised McCrory, Innes and Cross. McCrory was President and General Manager. Capital stock authorized was 2,000 shares at $50 par value, for a total capitalization of $100,000.

Negotiations with the Minneapolis St. Ry. resulted in an agreement dated October 24, 1878, whereby MSR leased to the Lyndale Ry. Co. the right to operate steam-powered trains on 1st St. from Nicollet Ave. to 1st Ave. S. (now Marquette Ave.), 1st Ave. S. from 1st St. to 13th St., 13th St. from 1st Ave. S. to Nicollet Ave., and on Nicollet Ave. from 13th St. to the city limits at 26th St.

In early 1879 a single track 36" gauge railroad, 4.5 miles long, using 35 lb. iron T rail, was constructed from Bridge Square (1st St. and Nicollet Ave.) over the streets previously described, to Nicollet Ave. and 31st St., on 31st St. W. past Hennepin Ave. and thence on a curving right-of-way ~~along the~~ toward the east shore of Lake Calhoun to a small waiting station at 34th St.

Sidings to allow a steam motor to run around the trailers were located on 1st St. S. and at Lake Calhoun. A passing siding was located on Nicollet Ave. at 24th St. Repair shop facilities were established at Lake Calhoun as part of a tentative plan to erect an office building there. (Such offices as the company had during independent ownership were located over the Northwestern National Bank at 1st Ave. S. and Washington Ave. S.)

Two steam motors, numbered 1 and 2, painted black with gold trim, were received from Baldwin Locomotive Works in May, 1879. (BLW required Dr. Hawkes to personally guarantee payment.) Two closed passenger trailers, also numbered 1 and 2, were acquired ~~second hand~~ from ~~an eastern railroad~~ the J.G. Brill Company. Painted yellow, each seated 60 persons on longitudinal seats, had a coal stove in the center of the car, kerosene lamps at each end, kerosene chandeliers along the ceiling, and were equipped with link and pin couplers.

Regular operations began ~~May 10~~ June 27, 1879; the first timetable indicated that trains left Bridge Square for Lake Calhoun every 45 minutes from 6:45 a.m. to 10:45 p.m. Trains left Lake Calhoun simultaneously, the two trains meeting on the siding at 24th St. and Nicollet Ave. Running time was 35 minutes. Flag stops were made at all street intersections. No wyes or turntables were provided so the steam motors ran forward to Minneapolis and backward to Lake Calhoun. Considerable difficulty was experienced on the Nicollet Ave. hill between 18th and 22nd Sts.; if a train had to stop on the grade, it was necessary to back down to the bottom and make a fresh start. Each steam motor had one engineer-fireman and each trailer had one conductor-brakeman.

Minnesota Statutes (General Session 1879), approved March 8, 1879, gave the company the right to construct a canal connecting Lake Calhoun with Lake Harriet, and to construct and maintain a dam across the outlet of Lake Harriet to raise the water level by one foot. Both were never undertaken as it was subsequently discovered that Lake Harriet was several feet higher above sea level than Lake Calhoun. The rights did include permission to build and operate boats for carrying freight and passengers on the two lakes.

1880

The single track was extended from lake Calhoun to Lake Harriet. Track on the extension was about 800 feet short of the terminus when a charter trip was operated June 30th. The official opening took place Sunday, July 4th, with holiday pleasure seekers swamping the trains. [Several open passenger trailers had been purchased second-hand from New York and Philadelphia.] Round trip fare was 35 cents. Regular operation began Monday, July 5th. 1882?

A small depot was built at Lake Harriet which also served refreshments. People could picnic, boat or watch special attractions. Additional regular attractions were soon provided: dancing on a fine platform with first-class music, and sheltered

picnic tables.

Col. McCrory next turned his attention to the resort and tourist activity at Lake Minnetonka. From 1867 through 1879 twelve small resort hotels had become established on the lake. The first large plush hotels, featuring spacious dining halls, open verandas, attractively landscaped grounds, and described as rest havens and tourist paradises, were built in 1879 and 1880. McCrory noted his track could be extended directly west to the steamboat docks at Excelsior, and decided to actively seek a share of the lucrative tourist traffic.

The Minneapolis and Lake Park Railway Co. was incorporated February 24, 1880, to build a railroad and telegraph line from the Minneapolis city limits to Minnetonka Lake Park and to other places of resort in the state. Commencement date was February 21, 1880, with a duration of 100 years. Capitalization was 3,000 shares with a par value of $100 per share, for a total of $300,000. Incorporators were:

William McCrory	Minneapolis	President, Director
Judson N. Cross	Minneapolis	Vice President, Director
Albert L. Scott	Columbus	Secretary, Director
Samuel E. Neiler	Minneapolis	Treasurer, Director
John Creagh Hill	Cincinnati	Director

The Minneapolis & St. Louis Ry., organized by William D. Washburn and others, had built from Minneapolis through Hopkins to Merriam during 1871. The M&StL began surveying a line from Hopkins through Deephaven to Excelsior in 1880, intended to provide service to Washburn's Hotel St.Louis at Deephaven. Nothing more was heard from the M&LP Ry.

A judge's decision in a lawsuit settled in favor of the Lyndale Railway Co. contained some interesting statements regarding operations. One steam motor with one trailer comprised each train during the winter months. One steam motor with two or three trailers were used on each train during summer traffic to Lake Calhoun. A supply of anthracite coal for fuel was maintained at the Lake Calhoun shops. Each steam motor was refueled on each round trip.

1881

A double deck, side paddle wheel, passenger steamboat was built, assembled, and launched on Lake Calhoun. The HATTIE began making regular trips around the lake, connecting with the steam trains at 34th St. Launched June 16, 1879

While the passenger trailers were lettered Minneapolis, Lyndale & Lake Calhoun Ry.,the corporate name was not legally altered until the Board of Directors met February 8th to change the articles of incorporation. The name was changed to the Minneapolis, Lyndale & Minnetonka Railway Co., capitalization was increased to $1,000,000 (10,000 shares with a par value of $100 each), and the purpose of the corporation modified. Hereafter it

was to construct and operate railway, telegraph and telephone lines from the Minneapolis city limits to at or near Lake Minnetonka via Lyndale, Lake Calhoun and Lake Harriet, with a branch line to the Falls of Minnehaha and Fort Snelling. The amended articles were filed February 9th.

On March 12th the Lyndale Construction Co. entered into a contract with the New York, New England & Western Investment Co. for financing the extension from Lake Harriet to Excelsior on Lake Minnetonka. This company was incorporated March 26th by William McCrory, Samuel E. Neiler, Joseph Dean, A. B. Nettleton, and Judson N. Cross, all of Minneapolis. Incorporation date was March 26th, commencement date April 5th, and duration 50 years. Capital stock was 4,000 shares at $50 par value, for a total of $200,000. Directors were McCrory, Neiler and Cross. Officers were McCrory, President; Cross, Vice President; and Albert L. Scott, Secretary and Treasurer.

On April 1st the Lyndale Construction Co. contracted with the ML&M Ry. to (1) pay off all the existing indebtedness, and (2) survey, acquire right-of-way, and build the track for the extension, all to be completed by August 1, 1881. The remuneration was to consist of:

first mortgage bonds	
pay existing debt	$80,000
for each mile of new road built and equipped	$10,000
capital stock	
pay existing debt	$95,850
for each mile of new road built and equipped	$15,000

The mortgage was dated April 1, 1881, with the bonds held by the Farmers Loan & Trust Co., New York.

Meanwhile, the Minneapolis & St. Louis Ry. began track construction on their line to Lake Minnetonka. By early July track was nearly completed to Solberg's Point on the lake. Apparently the M&StL track was completed and placed in operation later in 1881.

All the grading was completed on the ML&M Ry.'s line by July 25th and track laying began. By August 13th track had been laid to within seven miles of Excelsior. Subsequent newspaper articles proclaimed that the first train was expected to begin running Tuesday, August 30th, then Saturday, September 2nd, and finally that the first timetable was to take effect September 3rd. In early September advertisements offered special trains from Excelsior to Minneapolis for the Minnesota State Fair. It is uncertain when some form of regular operation began. It is known that in December, 1881, one round trip per day was being operated. Later that month all operation was discontinued for the winter. Directors of the ML&M at this time were: McCrory (President), Innes, Cross, Hawkes (Vice President) and Scott (Secretary and Treasurer).

September 4, 1881: two daily round trips
Fair week : three daily round trips

Date of charter
6-19-1878

M L & M History

Built to Lake Calhoun in 1879 and operated as a steam street railway.

In 1880 it was extended to Lake Harriet one mile further.

In 1881 it was extended to Lake Minnetonka. The graveling on this extension was completed 7-20-1882 and this extension then put in operation.

Whistle Signals

Railroad Crossing at Grade: — — (a) stop (b) Flag

Highway crossing at Grade: — — • •

Eames Vacuum Brakes used on passenger Trains.

~~Mpls. City Limits~~

1879: ~~26th St.~~

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June. Newspaper articles
between Lake Calhoun and Lake

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CM&StP Ry. at 29th St. and
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M&StP Ry. shops in Minneapolis
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service between Minneapolis and Excelsior.

2) May: a train of open trailers running past Vine Hill toward Excelsior.
3) June 2nd derailment of an excursion special at Hopkins.
4) Problems besetting the June 15th Westminster Presbyterian Church Sunday School Picnic. A special train consisting of open trailers discovered upon arrival at the high trestle over Purgatory Creek at Clear Spring that the rails had spread and repairs could not be quickly made. The picnickers walked to Excelsior. A special train was chartered from the M&StL Ry. to return the group to Minneapolis.
5) An article dated June 15th reported that delayed a year by

Two steam locomotives for the Excelsior line were ordered from the Baldwin Locomotive Works. Both were of the 2-6-0 "Mogul" wheel arrangement, completed in June. Newspaper articles reported that they were first used between Lake Calhoun and Lake Harriet.

An express-freight trailer, #1, was acquired, painted blue with the word DESPATCH lettered in gold on each side. It was intended for operation from a connection (not physical due to the track gauge difference) with the CM&StP Ry. at 29th St. and Nicollet Ave, Minneapolis, to Excelsior.

Steam motor #1 was sent to the CM&StP Ry. shops in Minneapolis for an overhaul in November. Before the overhaul could be completed, the only other steam motor, #2, broke down. ~~[Ask SLT how they provided service in the interim.]~~ This predicament forced the company to consider purchasing additional steam motors. However Baldwin Locomotive Works had a considerable backlog of locomotive orders. Apparently some sort of agreement was reached in late November or early December whereby one of the 2-6-0's was sold to another railroad badly needing motive power, in exchange for accepting ML&M's order for one 4-4-0 locomotive and two steam motors for delivery in May, 1882.

1882

The corporate minute books record a meeting held January 24th which authorized the issuance of mortgage bonds for the extension from Lake Harriet to Excelsior, 14 miles, at $8,750 per mile for "road completed but not further equipped". This is the first clue to the onset of financial problems.

Seven passenger trailers were purchased under a conditional sales contract dated March 20th. Newspapers reported five passenger trailers arrived by railroad in Minneapolis April 22nd; one open car and four closed cars purchased from the East New York & Broadway Motor Line. (This transaction was refinanced March 20, 1884, through a lease with option to purchase.)

Newspaper articles reported several developments pertaining to the Excelsior extension.

1) A timetable dated April 25th for service between Minneapolis and Excelsior.
2) May: a train of open trailers running past Vine Hill toward Excelsior.
3) June 2nd derailment of an excursion special at Hopkins.
4) Problems besetting the June 15th Westminster Presbyterian Church Sunday School Picnic. A special train consisting of open trailers discovered upon arrival at the high trestle over Purgatory Creek at Clear Spring that the rails had spread and repairs could not be quickly made. The picnickers walked to Excelsior. A special train was chartered from the M&StL Ry. to return the group to Minneapolis.
5) An article dated June 15th reported that delayed a year by

financial problems, the company was still not ready to begin regular service until July.

6) July 2nd advertisements promoted a July 4th "Grand Excursion" to Lake Minnetonka.
7) Motor Line Timecard #1 effective July 16th. This date appears on the printed timecard, but another article states that regular service did not begin until July 20th.

Steam motors #3 and #4 were completed by Baldwin Locomotive Works in June. Both were of the 0-4-2 wheel arrangement. (The specification sheet was dated 2-3-1882.) Meanwhile the order for the 4-4-0 locomotive was canceled.

According to the MSR history (Calvin Goodrich) the steam locomotives pulled the trains from Lake Calhoun to Excelsior while the steam motors were used between Lake Calhoun and Minneapolis. The steam locomotives were not allowed on Minneapolis streets. Four to six daily round trips were operated during the summer months. Running time was 80 minutes one way. Fares were quite high for that time period.

From 1st Ave.S. & Washington Ave. to:	One Way	Round Trip
26th St. and Nicollet Ave.	.05	.05
31st St. and Nicollet Ave.	.10	.10
Lake Calhoun	.15	.25
Lake Harriet	.20	.35
Excelsior (summer)		.75
Excelsior (winter)		1.00

Service to Excelsior was reduced to two daily round trips during the winter months.

Since the inception of the Motor Line there was continuous and bitter opposition on the part of many businessmen and some residents along the line within Minneapolis to the use of steam motors as motive power. The city council passed an ordinance March 22nd that prohibited the use of steam power on 1st St. and 1st Ave. S. after October 1, 1882. This deadline was later extended to June 1, 1883.

The growth of Minneapolis made it desireable to plat the area around the lakes into residential lots. Philo Remington sold Lyndale Farm to Louis Menage who began converting it into a residential development. Calhoun Park, the various Remington Additions, and other plats were surveyed and laid out.

1883

As of January 29th Col. McCrory owned 66.7% of the capital stock with 33.3% held by the New York, New England & Western Investment Co.

By 1883 the company's reputation was that of a railroad built and operated on the flimsiest of financial structures. Financial problems continually beset the little railroad. However traffic continued to increase and in that year the frequency of the Lake Calhoun trains was increased to every 20 minutes. To allow visitors more hours to enjoy Lake Minnetonka, effective June 23rd an "owl train" was scheduled leaving Excelsior at 10:00 p.m. running non-stop to Lake Calhoun. (The competing M&StL Ry at this time was operating two to four trains daily.) Robert S. Innes was serving as the company's General Passenger and Ticket Agent.

In response to the Minneapolis ordinance against steam motive power, on May 16th Col. McCrory invited the city council to appoint a committee to visit Chicago with officials of the ML&M Ry. to "see the electric motors". This was the Exhibition of Railway Appliances held June 9-23 at which Thomas Edison and Stephen D. Field operated one electric locomotive pulling one trailer over 1553 L.F. of track.

The Lake Calhoun Pavilion was taken over by Louis Menage just after mid-summer and extensively remodeled. Improvements included: lighting by gas manufactured on the premises; hot and cold water and electric bells in all the rooms; steam heating apparatus in all the halls and bathrooms; baths and closets filled with the most approved appliances made. It was renamed the "Lyndale Hotel", a 75 room first-class resort hotel. (It was reported a popular summer resort in 1880.) A history of Lakewood Cemetary says the hotel burned down after only two years of operation. Another source says the hotel was destroyed by fire around 1888.

Another lawsuit against the ML&M Ry. begun in 1882 was decided in the company's favor in August, 1883. The judge's decision also contained information about the company's operations. A train usually consisted of one steam motor with two to four trailers. Occasionally more than four trailers were required. Average speed was three to four m.p.h. within Minneapolis, six m.p.h. to Lake Calhoun, and 15 m.p.h. and greater from Lake Calhoun to Excelsior. Between Lake Calhoun and Excelsior a steam locomotive was used on some trains and steam motors on other trains. Cordwood and miscellaneous freight were hauled between Minneapolis and Excelsior.

Many an excursion special and the 6:05 p.m. "Business Men's Limited" frequently carried four or five trailers.

Dr. Hawkes died in June, 1883. He was replaced as a director by Gen. Rocliff Brinkerhoff of Mansfield, Ohio. He was publisher and printer in Mansfield who later got involved in banking. He was associated with Robert McCrory, a prominent Mansfield lawyer. The General's daughter had become Col. McCrory's second wife in 1881.

ML&M Ry.

Notes to Operating Expenses

Y/E 10-31-1883

Changing of track at Lake Calhoun necessitated moving of the coal and car houses, blacksmith shop and water station. In addition we changed our tracks west of Hennepin Ave. and laid them with steel rails. We also relaid all the track from Minneapolis to Lake Calhoun with new ties, and part of the distance with new steel rails. We also rebuilt two motors.

Y/E 7-31-1884

We overhauled all of our locomotives this year, and also relaid about four miles of track (two miles of it with new steel rails) which caused an expense of about $12000.

1884

In November, 1882, the ML&M Ry. Board of Directors had proposed extending the Excelsior line to Hutchinson during 1883. In August, 1883, the Directors also proposed construction of an extension from 31st St. and Nicollet Ave. to Minnehaha Falls, Fort Snelling and St. Paul. The latter proposal came to fruition first.

The Minneapolis, Minnehaha & Fort Snelling Ry. Co. was incorporated June 30, 1884, with a commencement date of July 8, 1884, and a duration of 200 years. Purpose was to build and operate railroad, telegraph and telephone lines from Minneapolis to at or near Fort Snelling. Capital stock authorized was 5,000 shares at $100 par value, $500,000 total capital. Incorporators were William McCrory, Judson N. Cross, Samuel E. Neiler, Frank H. Carleton, and Thomas J. Janney, all of Minneapolis. The first Board of Directors consisted of McCrory, President; R. Brinkerhoff, Vice President; Janney, Secretary; Neiler, Treasurer; and Cross. (Janney was the Auditor of the Hocking Valley R.R.; when that railroad changed ownership in 1881 he lost his job. He was a stockholder in the Columbus Transfer Co. in 1881.)

During 1884 a single track line was constructed on Nicollet Ave. from 31st St. to 37th St., on 37th St. to Fort Ave. (later Hiawatha Ave.), and thence on Fort Avenue parallel to the CM&StP Ry. tracks to Minnehaha Falls, ending at the latter's depot between 49th and 50th Sts.

On November 24th, 1884, the ML&M Ry. purchased the MM&FtS Ry. roadway and track in exchange for $50,000 in first mortgage bonds (five miles @ $10,000) and $75,000 in capital stock (five miles @ $15,000). The stock transfers were effected February 28, 1885, with the end result being:

Col. Wm. McCrory	2816 2/3 shares	73%
N.Y.,N.E. & W. Inv. Co.	1033 1/3 shares	27%
Total	3850 shares	100%

An excursion steamboat was built to Col. McCrory's specifications by the Dubuque Iron Works, Dubuque, Iowa, in early 1884. The engine, boiler, and 85 foot steel hull were shipped on railroad flat cars to Solberg's Point, Lake Minnetonka, where the ULYSSES was assembled and completed. Slim and narrow, she resembled the deep-draft boats on the Great Lakes, and was the first steel-hulled boat on Lake Minnetonka. It's trial run took place July 29th; it was quickly discovered that she developed a starboard list as she gained speed. It was later discovered that her draft was greater than the irregular depth of the lake permitted. The upper deck gave her a top-heavy appearance; rumors circulated that she was dangerous. Subsequent changes to the superstructure failed to remedy the defects, and it was generally supposed that the list was caused by torque. It was a speedy but unprofitable boat.

According to Atwater's History of Minneapolis, relations between Col. King and Philo Remington "became estranged through the machinations of an agent". In November, 1884, King filed a lawsuit against Remington and his grantees in which he contended that he had deeded his property to Remington in trust as security for the repayment of a loan; that the loan had now been paid in full from the sale of the property; that his equity had never been extinguished; and that the balance of the property in excess of the amount used to repay Remington's loan should be returned to him.

1885

Poor's Manual reported that the ML&M Ry. had defaulted on the mortgage bond interest due October, 1884. Minneapolis newspapers reported that William D. Washburn had purchased the mortgage bonds.

A lawyer by training, Washburn had arrived in Minneapolis in 1857. He practiced law briefly, then became secretary and later an owner of the Minneapolis Mill Company, which controlled water power on the west side of St. Anthony Falls. He was given to positive opinions and dogmatic, and sometimes even arrogant ways. Insisted always upon doing things his own way, regardless of restraint or advice of others, and was not always easy to work with. His intelligence, good looks and oratorical skills brought him success. Over the years he had branched out from milling into lumbering and railroading and was one of the richest and most powerful men in Minnesota when he moved into his mansion, "Fair Oaks", in 1884. (This was a 10 acre estate purchased in 1883 bounded by Stevens Ave., 22nd St., 3rd Ave. S., and 24th St., now the site of Fair Oaks Park.)

The smoke, soot and noise from the steam motors provoked bitter protests from Washburn and he expressed outrage at the idea of a full-fledged steam train running down the finest avenue in the city. Around February, 1885, he was asked to become part of a syndicate to buy out Col. McCrory to which he agreed under the express condition that steam should be taken off entirely. A short while later, while in New York, he had an opportunity to purchase a majority of the mortgage bonds, and did so. Upon his return to Minneapolis he made up his mind to foreclose the mortgage. About that time Jacob K. Sidle, President of the First National Bank, representing another syndicate, asked to purchase the bonds with the objective of re-organizing the road. Washburn re-sold the bonds, for a little more than what he had paid for them, with a stipulation in the agreement that steam motive power could not be used north of 6th St. after November 1, 1885, and north of 19th St. after November 1, 1886. A $500 per day penalty was included and the purchasers had to post a $50,000 bond to guarantee performance. (Only horse or cable power was allowed by city ordinance at that time.)

While all this was going on, equipment purchases continued to

be made. Steam motors #5 and #6 were completed by Baldwin Locomotive Works in May, 1885. Additional open and closed passenger trailers were also acquired.

Apparently agreement had also been reached to buy out Col. McCrory. The corporate changes according to the minute books were as follows.

June 22 S.E. Neiler resigned as Treasurer.

July 18 Sanford S. Small replaced T. J. Janney as a Director and was elected General Manager. Peter S. Mackay replaced Robert S. Innes as a Director.

July 21 E. H. Steele replaced R. Brinkerhoff as a Director. Judson Cross was elected Vice President in place of Brinkerhoff. Col. McCrory resigned as President and a Director. S. S. Small was elected President.

Sept. 29 The stockholders were:

S. S. Small	President, Director	5 shares
C. A. Pillsbury	Vice-Pres.,Director	3830 shares
J. K. Sidle	Treasurer, Director	5 shares
E. H. Steele	Director	5 shares
P. S. Mackay	Secretary, Director	5 shares
		3850 shares

Col. McCrory then became a real estate dealer in Minneapolis. As grand marshall of a Republican Party parade in Minneapolis in 1891 he was thrown from his horse and injured. He never fully recovered and went to live with his father-in-law, Gen. Brinkerhoff, in Mansfield, Ohio, where he died in 1893. One of his obituaries stated "he soon became engaged in building the motor line to the lakes, which he afterwards sold out at a good price".

1885-1886
The Van Depoele Electrification

Charles V. Van Depoele was foremost among the early electric railway inventors and developed the electric railway to the edge of practibility. In September, 1884, he equipped an electric railway at the Toronto Industrial Exposition in which an electric locomotive pulled and pushed three open trailers. One year later, at the same Exposition, the line was extended to the terminal of a city horsecar line. Total length was about one mile. The same 1884 locomotive had been equipped with the first trolley pole with under-running wheel collecting current from an overhead wire. The same three open trailers were also used. A speed of 30 m.p.h. was attained and the train had no difficulty in making the round trip in seven to eight minutes. It carried 50,000 passengers in a five day period. The railway was such a success that Van Depoele found himself swamped with orders for the new invention.

The first installation completed was in South Bend, Indiana, opened for operation November 15, 1885. During December, 1885, he used the same Toronto current collection device on an electric

railway of about one mile in length at the Northern Central and South American Exposition held in New Orleans.

The new management of the ML&M Ry. quickly contracted with Van Depoele for the installation of an electric railway in Minneapolis. Pullman's Palace Car Co. order number 1161 dated October 15, 1885, covered two car trucks (sic) shipped to the Van Depoele Elctric Manufacturing Co., Minneapolis. During November the locomotive carbody was under construction at the ML&M Ry.'s Lake Calhoun shops.

The original plan was to double track and electrify the line on 1st Ave. S. from Washington Ave. to 24th St. Temporary poles would be replaced in the spring with electric cables laid in an underground conduit, and the electrification extended to 31st St. During November work was underway between 10th and 24th Sts. with the sections from 10th to 13th Sts. and 17th to 24th Sts. in running condition. During December the wires and cables were being strung over the line, a little over two miles in length, at a cost of $400 per mile.

Current collection was by means of a two wheel traveler on a single overhead wire connected to the locomotive by means of a flexible cable. One 50 h.p. electric motor was mounted in the middle of the carbody, geared to a countershaft on which was mounted two sprockets. One sprocket was connected by roller chain drive to a sprocket on the front axle, and the other sprocket by roller chain drive to a sprocket on the rear axle. The motor weighed about 3,500 lbs.; total weight of the locomotive was between 11,000 and 12,000 lbs.

The first trial operation took place December 28, 1885. A steam motor hauled the electric locomotive from the Lake Calhoun shops to the electrified section. Operation took place between ~~Bridge Square~~ WASHINGTON AVE. and 12th St. but was not satisfactory.

The second trial operation occurred January 27, 1886. A steam motor hauled the electric locomotive with one open passenger trailer, but could not buck the snow. A crew of men cleared the track so the locomotive could proceed to the trial section of the line. Once again, operation was not satisfactory.

Another trial operation was mentioned in the February 6th newspaper. The February 12th newspaper mentioned that a few experimental runs had been made the previous few weeks. Overhead wires and poles were all intact. The experimental runs were not successful because the metal motor brushes sparked destructively, arcing and sputtering. The chain drive was a constant headache, with frequent breakdowns caused by dirt and ice lodged in the sprockets. The second experimental runs also proved that the locomotive was too light in weight.

There are conflicting reports as to what happened next.

The history by A. W. Warnock stated that due to objections

from the citizens the city council ordered the company to stop its trains at Washington Ave. Consequently switching had to be done at that point and the people soon objected to this. Arrangements were made to switch cars and motors between 4th and 5th Sts. after which the trains were backed down to Washington Ave.

However newspaper articles report that William Washburn insisted that the terms of the bond purchase agreement be honored. Without advance warning,Monday, February 22, 1886, the trains were stopped at 6th St., the steam motors left there, and each trailer hauled by four horses to Bridge Square. The line's passengers were extremely upset and a citizen's protest meeting was held at the 28th St. rink the evening of February 22nd. A committee was appointed to confront Washburn with a petition demanding restoration of steam motive power north of 6th St. These passengers were a potent force and their complaints were not lost on the city council. Total ridership was 590,061 in 1884 and 731,273 in 1885.

Meanwhile Van Depoele was busy elsewhere installing electric railways. Opening dates of operations in 1886 were: Montgomery, Ala., April 15th; Windsor, Ontario, May 28th; Appleton, Wisc., August 15th; Detroit, Mich., September 1st; Port Huron, Mich., October 15th; and Scranton, Penn., November 27th.

Van Depoele personally invested $25,000 in another attempt to operate the electric locomotive between ~~Bridge Square~~ Washington Ave. and 6th St. The 50 h.p. motor was left on the locomotive for ballast. A larger 60 h.p. motor was installed for the drive. Kegs of nails were also added for ballast. Considered, but not installed, was the use of a large cog wheel instead of the noisy chain drive. The modified locomotive was announced ready for service May 15th. Regular trips between 2nd and 6th Sts. were successful, and full time operations began May 23rd. They were successful enough that the ML&M Ry. was considering an order for six additional Van Depoele locomotives. The July, 1886, issue of the Street Railway Journal carried a glowing account of the operation, including a description of the power plant.

Russell G. Bates, General Northwestern Agent of the Van Depoele Electric & Manufacturing Co., in a May 1, 1887, description of the operation related the following details. One Skinner & Wood 12" x 18" slide valve (40 h.p., 125 r.p.m.) engine and one 60 h.p. generator, located in the old Model Mill. Two to three, and three to four, cars per train with total train weight about 90 tons. Speed 6.75 m.p.h. Forty-seven daily trips between 6:00 a.m. and 11:00 p.m. Coal consumption was 3,500 lbs. per day.

Electric operation lasted almost four months. The September 24, 1886, newspaper reported that the electric locomotive had been withdrawn from service because an axle sprocket had broken. Other causes reported were: the roller chain would break often, the chain drive was noisy in operation, and the wooden body could

not stand the stress. The body was not strong enough to support the heavy motor and the ballast; the whole structure was beginning to break up.

1886
THE SODA MOTORS

Professor Moritz Honigmann, a German, made the discovery. A large boiler was charged with soda at 329 degrees F. at the beginning of a run. Tubes within the boiler contained pure water which evaporated to produce steam for the cylinders. As the steam was exhausted it passed into the soda chamber where it condensed and reacted with the soda to increase the temperature and sustain steam production. Supposedly the locomotive could operate for six hours before soda re-charging was needed.

In February, 1886, S. S. Small and Fred Pillsbury inspected the Professor's experimental locomotive in Chicago which had been built in Germany and shipped to the U.S. As it appeared satisfactory it was shipped to Minneapolis during March for testing. The locomotive was standard gauge so the ML&M Ry. had to lay temporary extra track at Lake Calhoun which also extended to and along 31st St. Boilers to heat the soda were installed at the Lake Calhoun shops.

The first test operation with the soda motor and one open trailer took place March 15th. Another test set for March 16th was called off due to a broken thermometer. The re-scheduled test took place March 17th and was successful.

Grabbing at experimental ideas to solve a political problem, the ML&M Ry. ordered several soda motors for June 1st delivery. A German engineer designed the locomotive at Baldwin Locomotive Works but construction was not completed until September. Four locomotives, #7-#10, were completed and shipped that month. The first soda motor went into operation about October 1st.

Problems were encountered immediately. The experimental locomotive had been used only in intermittent operation. The production locomotives were used in continuous operation and it was quickly discovered that the chemical reaction was not as efficient. Back pressure from steam recirculation caused less actual operating steam pressure. Lye spilled out with the exhaust steam, killing the foliage of the trees on each side of the street. One engineer was reported burned by the lye. The soda motors were quickly taken out of service.

Charles Van Depoele reportedly made disparaging remarks about Minneapolis as a result of the decision to replace the electric locomotive with the soda motors. Not counting Minneapolis, nine electric railways began operating during 1886, six of which were Van Depoele systems. The system at Montgomery, Alabama, was gradually extended; upon completion June 22, 1887, it was the first completely electrified street railway in the world; at least successful enough to achieve permanent operation,

something no other system had been able to accomplish.

1886
THE HUTCHINSON EXTENSION

The resort hotel business at Lake Minnetonka began a slow decline during 1882. Railroad construction had opened resort territory in other areas of the country. The number of out-of-state tourists gradually dwindled. The steam railroads served the three major hotels either by railroad or by steamboats owned by them. Eventually all were served by both railroad and steamboat. The first to suffer was The Motor Line. Passenger revenue became insufficient to meet the costs of operation; the despatch trailer had drawn very little business. The 1882-1883 proposed extension to Hutchinson could not be undertaken so the anticipated grain traffic never materialized.

The proposed extension to Hutchinson was again discussed, this time by the new Board of Directors, in April, 1886. How and why James J. Hill became involved is unclear. Now the proposed extension would be standard gauge, the existing ML&M Ry. track from Minnehaha Creek to Excelsior rebuilt, and new track constructed from Minnehaha Creek to the St.PM&M Ry. main line near Cedar Lake. Passenger and freight trains would be operated from the Minneapolis Union Depot to Hopkins, Excelsior and Hutchinson. In August, 1886, the proposal was modified to relocate the St.PM&M Ry. connection from Hopkins northeasterly to the main line.

Service from Lake Calhoun to Excelsior was discontinued during August. Apparently the track remained intact to Hopkins. According to the corporate minute books, the StPM&M Ry."advanced" the ML&M Ry. $248,829.38 to finance construction of the track from Excelsior to Hutchinson. On December 1, 1886, the StPM&M Ry. offered to purchase the completed extension for that identical amount and in addition purchase ML&M Ry.'s existing line from Hopkins to Excelsior for an additional $100,000. This proposal was prompty accepted. On December 27, 1886, the first passenger train of the StPM&M Ry. passed through Excelsior bound for Hutchinson.

1886
OTHER DEVELOPMENTS

The courts had found in favor of Col. William King and their decree was confirmed by the Minnesota Supreme Court. The court also held that Louis Menage, rather than being an innocent buyer, was a partner of Philo Remington. The settlement was made during 1886 when securities and properties in the value of nearly $2 million were turned over to King by Menage. Thomas Lowry received title to property platted as Lots 1-18, Block 1, First Division of Remington Park; this property was located along the east side of the ML&M Ry. right-of-way, adjacent to the Minneapolis Park Board property at Lake Harriet.

The property for a new roundhouse, shop and yard was purchased, the deed recorded in June. This was the north one-half of the block bounded by 31st St., Nicollet Ave., 32nd St., and Blaisdell Ave. The Lake Calhoun roundhouse property was platted as McCrory's Re-arrangement. A later map shows the property re-platted into Blocks 1, 2 and 3. Block 1 was bounded by 33rd St., the alley between Humboldt and Irving Avenues, 34th St., and Irving Ave. Block 2 was bounded by 33rd St., Irving Ave., 34th St., and the ML&M Ry. right-of-way. BLock 3 was bounded by 33rd St., the ML&M Ry. right-of-way, 34th St., and Calhoun Terrace.

The ML&M Ry. provided entertainment programs at Lake Calhoun, Lake Harriet and Lake Minnetonka from 1882 through 1886. Open air concerts were held at Lakes Calhoun and Harriet. Dancing parties at Lake Harriet were held in an open-sided picnic shelter. A roller coaster on the ML&M Ry. property at 34th St. was destroyed by a tornado in 1887.

A passenger steamboat was placed in operation on Lake Harriet. By August the Minneapolis Park Board ordered the steamboat removed as the lake and shore line had passed to its control.

At a city council meeting held October 25th the mayor declared Washburn's conditions null and void, that Washburn could not dictate the city's control of public streets. During the council meeting of October 28th a revised ordinance was passed permitting the use of steam motive power north of Washington Ave. for three additional years, until November 1, 1889. The ML&M Ry. had asked for an additional 10 years of steam operation as the management was reluctant to install expensive cable construction because if sewers were subsequently installed and the street settled, the track and underground machinery would be adversely affected.

On November 1st Fred C. Pillsbury replaced Sanford S. Small as President. (Fred Pillsbury was Charles Pillsbury's brother and a junior partner in Charles A. Pillsbury & Company.) C. H. Benedict replaced Charles Pillsbury as Vice President.

1887

Upon passing of the revised ordnance, the railway had quickly ordered two additional steam motors from Baldwin Locomotive Works. #11 and #12 were completed in January. The matter of converting the soda motors to conventional steam operation was also investigated. Copper pipes and fittings had been used in the soda motor boilers because of the corrosive effects of the soda. It was found these could be re-used in the conversion thus justifying the conversion cost. This work was all done in Minneapolis, using boilers manufactured by an east side company. #10 was the first completed and placed in operation July 5th.

The ML&M Ry.'s indebtedness at this time consisted of:

first mortgage bonds issed about 4-1-1881	$ 80,000

issued thereafter:		
Excelsior line	14 miles @ $10,000	140,000
Minnehaha Falls line	5 miles @ 10,000	50,000
total bonds		270,000
unsecured floating debt		350,000
total		$620,000

James J. Hill held $375,000; Charles A. Pillsbury $150,000; and Thomas Lowry $95,000.

Poor's Manual reported that the bondholders had made application for appointment of a Receiver in February, and subsequently that the ML&M Ry. had been sold under mortgage foreclosure March 10th.

The ML&M Ry. proposed to issue $1,000,000 in 30 year 5% first mortgage bonds effective April 1, 1887, to pay off existing indebtedness and finance the improvements required by the ordinance. Minneapolis St. Ry. agreed to guarantee the interest payments to make the bonds marketable. As of April 1st the property and equipment were leased to the MSR for a period of 30 years. Calvin Goodrich was appointed General Manager.

The trust agreement for the proposed bond issue included as security:

1) the main line from Bridge Square, Minneapolis, to Hopkins, 11 miles of which 5 miles was double track.
2) the branch line to Minnehaha Falls, 5 miles.
3) 1 locomotive, 12 steam motors, 38 passenger cars, 10 flat cars, 2 box cars, and 9 dump cars.

A change in capital stock ownership also took place. As of April 15th the new stockholders were:

John H. Randall	3,349 shares
A. Z. Levering	481
J. K. Sidle	5
P. S. Mackay	5
F. C. Pillsbury	5
C. H. Benedict	5
total	3,850 shares

The two major stockholders were also involved in the Minneapolis St. Ry. and St. Paul City Ry. Later, E. H. Center of the MSR replaced C. H. Benedict as holder of 5 shares.

It is interesting to note that an A. L. (Albert) Scott was General Manager and Superintendent of the St. Paul City Ry. at this time. Question: the same Albert L. Scott who was associated with Col. McCrory in the Lyndale Construction Co. and ML&M Ry.?

Service had been resumed to Lake Harriet in the spring.

Single track was built on Nicollet Ave. from 37th St. to 50th St. to serve the Washburn Memorial Orphan Asylum. Cadwallader C. Washburn had died in 1882 and bequeathed his stock in the Minneapolis Mill Co. to the asylum, which was constructed during 1886. William D. Washburn was President and a Director of the Asylum. A "Washburn Motor Line Co." was mentioned in the city council meeting minutes at the time the extension was being planned.

The Selby Ave. cable line in St. Paul was nearing completion in late 1887. By this time steam motors nationwide were completely out of favor for use within city limits because of the nuisances of noise, smell, smoke, soot, dust, steam escape and oil drippings. The Minneapolis city council passed an ordinance effective November 1, 1887, directing the ML&M Ry. to find some motive power other than steam. A cable line was to be installed if no other alternative was available. Fifty percent of the cable materials were required to be purchased by November 1, 1888.

A group of men headed by Howard Trumbull and D. H. Kennedy purchased the ULYSSES in June and re-named it CLYDE. On July 13, 1889 it was shipped to Yellowstone Lake. There it was rebuilt, re-named ZILLAH, and operated from 1890 through 1905. It is interesting to note that in the same year ULYSSES was built, the Dubuque Iron Works turned out its exact duplicate, a boat named QUEEN for Lake Okoboji where it was a success and in operation for 35 seasons.

1888

After the 1887 takeover of the ML&M Ry. by MSR, Thomas Lowry announced in early 1888 plans for a grand pavilion, summer garden, dance hall and theater to be built on his property at Lake Harriet. The old depot and refreshment stand were demolished and the pavilion constructed so that visitors would pass through the pavilion from the tracks to the lake. Located on 350 feet of curved lakeside frontage, the pavilion contained a grand reception room and auditorium for 1,500 persons plus a refreshment room seating 500 persons. The Lake Harriet Pavilion was opened June 30th. Unfortunately it was destroyed by fire June 22, 1891.

The steamer HATTIE operated on Lake Calhoun with good patronage through 1887. Business fell off substantially after opening of the Lake Harriet Pavilion in 1888. The boat was taken out of service and the machinery removed. A "fire at sea" took place Wednesday, September 12, 1888. About 5,000 persons rode The Motor Line to witness the spectacle. The boat was towed out on the lake; after dark, about 8 p.m., a crew set the boat on fire. A misfortune marred the occasion. The rescue boats for the crew were not ready in time and one crew member drowned when all were forced to jump overboard from the burning HATTIE.

1889

Calvin Goodrich had become a Director in 1888. As of January 1, 1889, Fred C. Pillsbury was President and Calvin Goodrich General Manager and Superintendent. Stock ownership as of May 20th was:

John H. Randall	3,349 shares
A. Z. Levering	491
F. C. Pillsbury	5
E. H. Center	5
total	3,850 shares

In 1888 there was an effort on the part of outside capitalists to secure an opposition franchise from the City of Minneapolis. After numerous meetings, hearings and investigations, including a review of MSR's franchise, the city council passed a resolution on July 19th directing MSR to construct three cable lines. Subsequent council resolutions in August and September required additional cable line construction. This included (1) a loop line on 1st Ave. S., High St., Hennepin Ave. and Washington Ave.; and (2) on 1st Ave. S. and Nicollet Ave. from High St. to 31st St. MSR did not believe that the cable railway or any new motive power had been demonstrated to be a practical success and the time was not ripe for making any radical changes necessitating heavy expenditures. (Minneapolis terrain is generally flat or gently undulating so there was no real justification for cable railways in Minneapolis as there was in hilly St. Paul.) However MSR agreed with the terms of the resolutions under pressure and placed orders for steam engines and track materials. A cable powerhouse was planned for on the property at 31st St. and Nicollet Ave.

[redacted] Because of the cable construction ordinances passed by the city, during 1889 both ML&M Ry. and MSR, as lessor and lessee, joined in issuing $5,000,000 of 35 year, 5%, first consolidated mortgage bonds on all their properties. With regard to the ML&M Ry., $620,000 was used to retire the previous indebtedness, and $180,000 to pay off additional floating debt that had been incurred.

1890-1891

The end of steam operation took place when MSR undertook electrification of the entire street railway system. Track was abandoned on 1st St. from Nicollet Ave. to 1st Ave. S. The last steam powered train operated over 1st Ave. S. and Nicollet Ave. from 1st St. to 31st St. August 19, 1890. Electrification was completed to 38th St. and Nicollet Ave. September 22, 1890, and to 50th St. and Nicollet Ave. October 5, 1890. Electrification was next completed from 31st St. and Nicollet Ave. to Lake Harriet May 24, 1891. An entirely new line in a different location was built to Minnehaha Falls, completed June 14, 1891. Records do not indicate when the ML&M Ry. Minnehaha Falls line was abandoned nor when the very last steam operation occurred.

ML&M Ry. Officers & Directors

	10-31-1882	10-31-1883	7-31-1884	6-30-1885 ①	6-30-1886	6-30-1887	6-30-1888	6-30-1889 ②
President	Wm. McCrory •	same •	same •	same •	Sanford S. Small •	Fred C. Pillsbury •	same •	same •
Vice President	Wm. B. Hawkes •	R. Brinkerhoff •	same •	same •	Charles A. Pillsbury •	C. H. Benedict •	J. H. Randall •	same •
Secretary	Albert L. Scott •	Thomas J. Janney •	same •	same •	Peter S. Mackay •	same •	E. H. Carter •	same •
Solicitor	Judson Cross •	same •	same •	same •	same	same	Judge M. B. Koon	same
Treasurer	S. E. Neiler	same	same	same	J. K. Sidle •	same •	O. J. Lovering •	same •
Chief Engineer	Geo. W. Cooley	same	same	same	same	same	same	same
General Ticket Agent	Robert S. Innes •	same •	same •	(now GPA) • same	—	—	—	—
Auditor	Albert L. Scott	not listed	T. J. Janney	same	P. S. Mackay	not listed	E. H. Carter	same
Gen. Mgr.	not listed	not listed	Wm. McCrory	same	S. S. Small	C. H. Goodrich	same •	same •
Gen. Supt.	—	—	—	—	T. J. Janney	John McMillan	M. Austin	W. J. Heald
Traffic Mgr	—	—	—	—	—	—	—	C. H. Goodrich
Director Only	—	—	—	—	E. H. Steele •	John H. Randall •	—	—

• = Director (Hawkes: Columbus, Ohio / Brinkerhoff: Mansfield, Ohio)

① Present officials 9-29-85:

Sanford S. Small	Pres	Director
Charles A. Pillsbury	V.P.	Director
Peter S. Mackay	Secy	Director
J. K. Sidle	Treas.	Director
T. J. Janney	Supt.	—
E. H. Steele	—	Director

② 6-30-89 5 Stockholders

5-19-1879 was date the first ties were placed at Bridge Square

The Minneapolis Tribune newspaper from 1867 to 1922 has been digitized and available c Hennepin County/Minneapolis Public Library. The Motor Line has been researched thru th following comments are based on the articles located. Prints of selected articles can be f thru x following the Operations chapter. The following comments which correct or add to taken from these articles.

History

Opening Date

The opening date was NOT May 19, 1879. The copy of the letter dated April 2?, 1879, by Col. McCrory reports that (1) he had the right-of-way and grading paid for; (2) the rails had been purchased for $7,700 cash ($35 per ton); (3) the cars had been bought for $6,100 on one year's time for 6% interest; (4) the two locomotives [motors] were bought for $3,250 each on four, eight and twelve months time; (5) cross ties, spikes, splice bars and bolts on four months time. The Tribune of May 5, 1879, says the cars and rails have been shipped and will arrive in the city during the present week.

6-28-1879: trains were running regularly yesterday for the first time. Bridge Square to Lake Calhoun Pavilion, 2.75 miles. [The T rail was boxed with plank on city streets to reduce obstruction to teams.] "It is just thirty-four days since the first shovel of dirt was thrown." "---already has the carpenters busy on a depot building at the lake."

Steamboat HATTIE

6-16-1879: the side-paddle-wheel steamboat HATTIE was to be launched this afternoon.

6-28-1879: that it is also a like time ("thirty-four days") since the first timber for the steamboat was cut. Boat details: built under the direction of Capt. H. F. Walter. Keel 82 ft. long. Extreme width 85 ft. 29 ft. [height?] over the guards. An open, covered cabin 62 ft. x 18 ft., with a seating capacity of 125 persons around the outside. Will comfortably carry 400 persons. Draws only about four inches of water; takes 630 persons of the average weight of 125 lbs. to lower her 12 inches. Boiler is 14 ft. long, 40" diameter shell, manufactured by North Star Iron Works. Engines have 8" x 24" cylinders, 24 h.p.

> 6-24-1880: government inspector said the boiler was the "fire box" type, 12 ft. long, 40" diameter; 41 2 1/2" lap-welded tubes; safety valve 3" diameter. Boiler shell iron was 5/16" thick; all new except for a part of it which was 10 years old but made of better iron. 65# or 75# p.s.i. working steam pressure.

Lake Harriet Extension

5-28-1880: Rosser, Brackett & Co., railroad contractors, commenced work yesterday on the extension to Lake Harriet, about 1 1/2 miles.

6-4-1880: rails will arrive today. Twenty or more acres of picnic grounds will be available for the public.

7-5-1880: Although the trains operated all day yesterday, the line will be formally opened today. A neat little depot has been erected at Lake Harriet where refreshments will be served.

Col. McCrory

6-14-1881: Col. McCrory married Minnie Brinkerhoff, daughter of Gen. Rocliff Brinkerhoff, in Mansfield, Ohio, "6:30 p. m. Wednesday evening last".

Lake Minnetonka (Excelsior) Extension

4-15-1881: awarded a contract for construction of the extension from Lake Harriet to Excelsior to Winston Bros., who have already commenced work. Contract stipulates work must be completed within the next 70

days.

4-25-1881: work is progressing very rapidly. Today the crews will be doubled at every point, and during the week the entire grading and construction forces will number 1,000 men. The grading to Excelsior will be finished within 30 days.

7-26-1881: grading was completed yesterday. Laying of rail started; will take 14 days.

8-12-1881: the Lake Minnetonka extension is very nearly ready for trains.
8-13-1881: track layers have reached a point within seven miles of Excelsior. Will be ready for business on Friday, August 19th.

8-28-1881: Last night at 8:00 p.m. the first train of locomotive and cars of the Minneapolis & St. Louis Railway crossed the drawbridge and steamed into Excelsior. The train was used in construction but the point made by the M&SL Ry. people was to get the crossing ahead of the ML&M Ry. "The Lyndale Road" will reach Excelsior tomorrow and a special train with invited guests will probably go over the road from this city [Minneapolis] on Tuesday next.

9-4-1881: the first regular train will run to Excelsior this morning, leaving Minneapolis at 8:45 a.m. and 1:30 p.m. Returning, will leave Excelsior at 11:00 a.m. and 4:30 p.m. During fair week Minnetonka trains will leave Minneapolis at 8:45 a.m., 1:30 and 6:10 p.m.; leave Excelsior at 7:00 and 11:00 a.m., and 5:00 p.m.

12-28-1881: Lake Minnetonka line ballasted and surfaced. Effective today two trains on the Excelsior line: leave Excelsior 8:30 a.m.; leave Minneapolis 4:30 p.m.

3-12-1882: beginning Wednesday next the ML&M Ry. will dispatch a train on Wednesday of each week, leaving Bridge Square at 8:20 a.m., reaching Excelsior at 9:30 a.m. Returning, leave Excelsior at 2:30 p.m. reaching Bridge Square at 4:00 p.m. This will enable people who wish to visit Lake Minnetonka for prospecting purposes to accommodate themselves.

3-24-1882: a party of about 30 people from Plymouth Church accompanied by the minister and his wife, took a pleasant excursion over the Lyndale Road to Lake Minnetonka. Sleigh ride on the lake plus an elaborate lunch at the hotel.

Note: The first regular timecard was dated 7-16-1882. The reasons are explained in the original history text.

7-31-1882: three special trains were operated for a childrens' excursion to Excelsior. The first train had five cars, the second train three open cars, and the third train one open car, four closed cars and one baggage car.

Sanford S. Small

7-21-1885: Sanford S. Small, real estate dealer, developer, building contractor, had been appointed general manager of the ML&M Ry. [He was a member of the syndicate that purchased the ML&M Ry. mortgage bonds from Gen. Washburn.]

11-1-1886: S. S. Small resigned as president of the ML&M Ry. because of pressure of private business. [He owned all the townsites on the StPM&M Ry. Hutchinson extension.] Fred C. Pillsbury, vice president, was appointed president. C. H. Benedict of St.Paul was appointed vice president. At this time the office of the ML&M Ry. was located at Washington Ave. S. and 1st Ave. S.

Hutchinson Extension

1-10-1887: Deed of the ML&M Ry. to the St.PM&M Ry. was filed Saturday in the office of the secretary of state. Consideration was $348,829.78. Signed by Fred C. Pillsbury, president, and P. S. McKay, secretary.

Last Day of Steam Operation in downtown Minneapolis

8-17-1890: historical article; the last day of the Motor Line.
8-18-1890: the last train left 1st Ave. S. and 5th St. at midnight last night.

Track Construction and Buildings

12-28-1881: the new roundhouse should be completed during February.

1-1-1883: new shops and roundhouse at Lake Calhoun have just been completed at an expense of $15,000.

12-31-1883: In addition to the shops and roundhouse at Lake Calhoun built in 1882, two new shops have been fitted up with equipment, repairing those already in existence. A new depot has been built at Lake Calhoun. Two miles of steel rails have been laid between Lake Calhoun and the city, and the track has been fitted with new crossties between the same points. This track has been put in condition for an electric motor which may be substituted for steam.

11-2-1884: in 1883 replatting of the lands on the margin of Lake Calhoun the yards, depots, carhouses, offices, etc., were required to be removed [sic] requiring a large expense and no little delay to traffic.

1884: there was a passing siding (run-around track) at Minnehaha Falls on that line. See the article on page viii dated 6-04-1888 about a derailment at the north switch.

1885: several articles mentioned Grimes Siding on the Lake Minnetonka line.

1-1-1886: have gone into extensive improvements, which includes double-tracking from the Union Depot to Lake Calhoun which is substantially completed, and one mile of track has been laid between Minnehaha Falls and Fort Snelling. Plant comprises 28 miles of track of which four miles were laid in 1885.

12-8-1886: the track between Lake Harriet and Hopkins will be abandoned and torn up.

4-18-1887: yesterday morning the new double track over the streetcar line at 6th St. was finished, doing away with switching at that point. Trains will eventually run to the Union Depot which will relieve 1st Ave. S. near Washington Ave. of the switching of the engine. 8-17-1890: mentioned the old terminal at Bridge Square had been changed to Washington Ave. but no date was given.

9-1-1887: the track on Nicollet Ave. from 37th St. to 50th St. (Washburn Park) was placed in service. 1.63 miles. There was a passing siding (run-around track) at 50th St. and Nicollet Ave.. See page ix (from Albin Lee's article with the map inset).

Operations

Fares 6-28-1879: Round trip to Lake Calhoun 25 cents. Steamboat ride of indefinite duration 25 cents. Round trip ticket including ride on the steamboat 35 cents. Single trip to or from the lake 15 cents. Five-trip tickets 50 cents. Commutation tickets will be issued to residents at the lake for $3.00 per month. Passengers within the city limits will be carried at the streetcar rate: 5 cents. Trains are to make hourly trips from 6 a.m. to as late as 9 p.m.

Lake Calhoun ice skating park ready 1-5-1880. 1-14-1880: grand skating tournament; ice is in magnificent condition. Room for 3,000 to 4,000 people.

Lake Calhoun bath houses 7-16-1880: 120 bath houses and any quantity of bathing suits of all sizes have been provided at Lake Calhoun. "Bathing trains" are increasing in patronage.

Stations 7-8-1880: due to the increased running time to Lake Harriet it was necessary to establish stations along the line, 16 of them. Formerly the trains stopped at any point to load/unload passengers.

Timetables

Lyndale Railway: 10-22-1880, 9-16-1881, 11-25-1881 see pages i and ii.

9-29-1883 Lake Minnetonka time card: Leave Minneapolis for Lake Minnetonka: 9:00 a.m., 1:30 p.m., 5:15 p.m., 8:40 p.m. Leave Excelsior to Minneapolis: 7:30 a.m., 10:40 a.m., 4:30 p.m., 7:10 p.m.

ML&M Ry.: 6-21-1884, 9-7-1884, 9-20-1885 see pages iv and v.

4-9-1887: new time cards effective Monday. Ten minute service to 31st St., regular 20 minute service to Lake Calhoun. Brakemen will be made conductors (15 total), one for each car in a train.

Lake Minnetonka line: Emma Abbott Park. The passenger stop at Brookside Ave. (Main Ave. on 1898 map) was named Emma Abbott; the area on both sides of 44th St. was known as Emma Abbott Park. Emma's father, Seth Abbott, had purchased the 127 acre farm of Jehu and Belinda Rutledge and platted the land. He named it after his daughter, a singer and guitar player who toured the world. The land passed to Emma, but she died young, and the dream of Abbott Park was never realized.

VanDepoele Electrification

February 1886: the electric motor stalled on the hill in front of the new post office on the return trip. Was pulling a carload of officials and street gamins. [8-17-1890 historical article on last day of steam operation in downtown Minneapolis.]

9-11-1886: trains have been run with the electric motor since May 17th delivering the trains going out of the city to and receiving trains going into the city from the steam locomotives at 6th Street, running 18 trains each way, commencing at 6:00 a.m. and ending at 11:30 p.m. [Began and ended at Washington Ave.]

10-9-1886: electric trolley wire will not be removed until we see exacty what soda motors will do.

Soda Motors

3-14-1886: article on how a soda motor works. See page vii.

9-30-1886: first of the four soda motors arrived yesterday. The other three are expected to all be in the roundhouse before Saturday night. It is painted the yellow color of the company's largest coaches with rich gold striping; it is numbered 7. On both sides at the top the name of the company is lettered in gold while on the main side panel in the middle is "Soda Motor". The weight of the soda motor is about 22,000 lbs. It is thought that the new motors will be confined between 19th St. or about there, and Bridge Square.

10-7-1886: first test made yesterday toward Excelsior with #7 pulling one open car.

10-9-1886: one soda motor pulling one open car made a run downtown yesterday afternoon, from the shops to 8th St.

3-23-1887: the insides of all four soda motors are being removed with a view of installing steam machinery.

Equipment

6-28-1879: equipment consisted of two steam motors, 2 closed passenger cars, 2 open passenger cars and two flat cars. [The four passenger cars were built new by the J. G. Brill Company, Philadelphia. One closed car was named CALHOUN. The two open cars were numbered 1 and 2.] The steam motors weighed about 25,000 lbs., had 8" x 12" cylinders, 36" drivers, and were painted a yellowish-brown, about the shade of oiled

oak. All of the equipment was furnished with vacuum brakes.

12-16-1879: purchased two Sterling "noiseless exhausts" to muffle the noise of the steam motors.

6-04-1880: two new open passenger cars recently ordered were shipped from Philadelphia on the 28th.
6-12-1880: two open passenger cars of a design and build similar to those now in use were received yesterday at the StPM&M Ry depot. Will be unloaded and placed on the track today. [These were numbers 3 and 4, built new by the J. G. Brill Company, Philadelphia.

Prior to 8-1-1881: 4 1/2 miles of road. Two steam motors, 6 passenger cars (2 closed, 4 open), 3 flat cars. At Lake Calhoun: sheds for motors and cars when not in use; cottages for employees and families.

8-9-1881: the baby locomotives are used between Lakes Calhoun and Harriet. They are very handsome engines and attract general attention. [Baldwin Locomotive Works 2-6-0's #12 and 13]

10-11-1881: every locomotive building establishment in America is overrun with orders, and new work is not promised earlier than six months, but ML&M Ry. got their orders into the Baldwin works last summer, and may shortly expect new engines. The Pullman Palace Car Company is now building 12 new cars for the line with reversible seats. The new equipment ordered will cost at least $50,000. [Apparently the Pullman order was ~~cancelled~~ revised.]

12-28-1881: eighteen new cars have been added. Ten are the open excursion cars now in use; eight are closed cars which will be shipped during February. These closed cars were equipped with window sash that dropped down completely into the body sidewall.

1-1-1882: equipment consists of two motors, one locomotive, 14 open and 10 closed excursion cars, one caboose, one box car, and 10 flat cars. One side-wheel steamboat at Lake Calhoun.

3-24-1882: yesterday was the hardest day of the season; close to a blizzard of snow. The big locomotive, #12, was busy all day keeping the track clear, being bothered especially between 24th St. and Lake St.

1-1-1883: seven passenger cars and two steam motors were placed in service during 1882. The equipment consists of four motors, one locomotive, 21 open and closed passenger cars, one caboose, one box car and 10 flat cars. Four additional passenger cars will be required in the spring.

11-2-1884: rolling stock at present consists of five engines, 17 passenger cars, 11 flat cars, 10 dump cars, two box cars, two hand cars, and one iron car. Also owns one side-wheel steamboat on Lake Calhoun with a capacity of 300 passengers.

1-1-1886: comprises 6 steam motors @ $4,500 each, 1 locomotive @ $6,000 each; 32 cars with 6 new cars overdue.

9-30-1886: mentions that one soda motor with two of the company's new large passenger cars would make a fitting train.

4-18-1887: several new engines will soon be put into service. A number of new open cars received from the shops.

MINNEAPOLIS LYNDALE & MINNETONKA RY.
Compiled from Street Railway Journal articles

March 1886: the Minneapolis Electric Railway Co. has ordered six VanDepoele electric motors of 80 h.p. each. They are to haul four full cars up the steep grades.

June 1887: The motor [line] extension to the Washburn Home is not fully developed, but it is about to be determined upon. The company is building 12 new open cars for use this summer. A smoke consumer is to be put on each engine and guards will be put on all trains to prevent accidents under the trains.

June 1888: The motor line has laid a second track between Lakes Calhoun and Harriet.

STEAMER INSPECTION
Minneapolis Tribune (1867-1908); Jul 11, 1879;
ProQuest Historical Newspapers Minneapolis Tribune (18
pg. 4

STEAMER INSPECTION.

An Official Statement Concerning the Hattie by Col. Stevenson, Government Inspector.

Other Letters in Substantiation of the Claim of Perfect Safety of the Boiler.

THE HATTIE'S BOILER.

THE TRIBUNE mentioned briefly yesterday afternoon at the close of the inspection made by Col. Stevenson, government inspector, that he unhesitatingly pronounced the boiler of the steamer Hattie safe in the hands of a competent engineer. He has since made the following official report:

In consideration of what has been said upon the subject of boilers and danger of the same, I put the boiler of the steamer Hattie to an extra severe test. I t ated the boiler up to one hundred and twenty pounds to the square inch, which will allow her sixty-five pounds of steam as a working pressure—which is all the boat requires, and which I am informed is all that has ever been used. I consider the steamboat and boiler in first-class condition. In the hands of a first-class engineer she is equal to the requirements that may be made upon her at any and all times.

In further proof Col. McCrory has handed to THE TRIBUNE reporter a letter from Mr. J. W. Johnson, of the North Star Iron Works, in which he assures Col. McCrory that the boiler of the Hattie is a good one and entirely safe under any pressure that may be required to run the Hattie—say from 75 to 100 pounds. He says the shell is all new except a part of it, which is about ten years old, but the iron in the old part is tougher and better than any hammered iron in the market. The fire box, flues and heads are all new. He also submitted to the reporter other letters.

The following letter is from an expert of the Baldwin Locomotive Works, who has had some 20 years' experience in testing and examining locomotive boilers. Mr. English spent some three days in examining this boiler at the request of Col. McCrory, and his report can be relied on as settling beyond all question the safety of the boiler on the steamer Hattie:

MINNEAPOLIS, MINN., July 1, 1879.—*Col. W. McCrory, President Minneapolis, Lyndale & Lake Calhoun Railroad*—DEAR SIR: Since the late disastrous and fatal boiler explosion on Lake Minnetonka, I have seen in the public press of this city reports of interviews and opinions expressed by various parties concerning the safety and unsafetyness of the several small steamers that are now navigating the waters of the lakes in the immediate vicinity of this city, some of the statements made causing a widespread feeling of distrust and uneasiness among timid and unthinking people about all steamboats in this neighborhood, and particularly about the boiler of the new steamboat built and owned by your company on Lake Calhoun. Concerning the boats and their boilers on Lake Minnetonka I have no personal knowledge. In regard to your steamboat and her boiler I have often for the past week or two examined her engines and boiler, and consider the latter a safe and perfectly trustworthy piece of machinery, made after a very good design and properly constructed and now in sound condition. There is not a patch or flaw of any kind to be seen, or do I believe that any exists, either inside or outside of your boiler. Under the control of a competent engineer, which you now have, your steamboat is a safe and trustworthy vessel for business or pleasure, and I consider the disparaging statements made against her as being slanderous, unjust and uncalled for.

Yours, &c.,
JNO. J. ENGLISH,
Engineer for Baldwin Locomotive Works, Philadelphia, Penn'a.

The following letter is from Mr. Lockwood, the proprietor of the "Union Iron Works," of this place. He has had long experience in the East in building the machinery for steamers:

MINNEAPOLIS, July 2, 1879.—*Col. W. McCrory.*—DEAR SIR:—In reply to your inquiry of the 2d inst., I would say, I have examined the boiler on your steamer at Lake Calhoun, and consider it perfectly safe under a pressure of one hundred pounds. Yours very truly,
J. E. LOCKWOOD, E. S. S.

We fully concur in the above statement.
LOUIS RIVET,
P. H. MCPORTHER.

THE ENGINEER.

It remains only to be stated that Col. McCrory has taken the other precautionary step necessary, and engaged Mr. D. S. Storm, an experienced and licensed engineer, to have charge of the engine of the Hattie. He has passed muster, and comes from the St. Croix with a high record in his profession.

THE STEAMER HATTIE

CHAS S STEPHENSON; W W McCrory
Minneapolis Tribune (1867-1908); Jun 24, 1880;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 6

THE STEAMER HATTIE.

The Official Report of the Inspection Made by Gen. Chas. S. Stephenson.

Col. Wm. McCrory has received the following report of Gen. Chas. L. Stephenson upon his recent inspection of the boilers, machinery and general construction of the steamer Hattie. The report is its own explanation:

OFFICE OF U. S. SUPERVISING INSPECTOR OF STEAM VESSELS, St. Paul, Minn., June 12, 1880.

SIR:—In response to your telegram of the 18th inst., for me to give your steamer "Hattie" on Lake Calhoun an unofficial inspection, on the morning of the 19th inst. I went on board the steamer in question, found her without steam and her boiler full of cold water, ready for inspection. After careful examination of the same, I found it to be what is known on western rivers as a fire-box boiler, 12 feet long, 40 inches in diameter, with 41 2½ inches lap welded tubes, safety valves three inches in diameter, ample for the purpose required. Iron in the shell of boilers 5-16 of an inch thick, 75 pounds of steam working pressure, which I was told by the officers of the boat and the engineer in charge, was all the steam they required. That being as stated 111 pounds would have been the proper test to have applied to the boiler. But in consideration of the uneasy state of the public mind with regard to all the steamers on the interior lakes, and the desire of yourself and others interested to have the boiler tested in the most critical manner, so that you would feel safe in assuring your patrons, I thought it best to give the boiler a higher test than was required. Therefore I applied the test pressure up to 150 pounds to the square inch, without the boiler showing any indications of weakness. I have allowed all the steam they require, which is 75 pounds working pressure, only one-half the test pressure which has been applied. If the boiler and engines are placed in charge of a first-class licensed engineer, which you have assured me you will have, I don't think any danger need be apprehended. With the additional equipment I suggested, such as fusible plugs, buckets, pine floats, and small boat, I think the community can feel an assurance of safety, to the extent of its being safe on any steamboat.

Respectfully yours,
CHAS. S. STEPHENSON,
Supervising Inspector of Steam Vessels.

W. W. McCrory, Esq.,
Pres. Lyndale Rail Road,
Minneapolis, Minn.

THE LOCAL RAILWAY WAR
Minneapolis Tribune (1867-1908); Aug 8, 1882;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 6

THE LOCAL RAILWAY WAR.

The TRIBUNE has been aware that last spring Mr. Thomas Lowry, president and proprietor of the Minneapolis Street Railway Company, served notice on Col. McCrory, the president of the Lyndale company, requiring him to remove his tracks and trains from First avenue south and upper Nicollet avenue within the city limits, on or before Aug. 1, 1882. No notice whatever was taken of this rather extraordinary demand, and yesterday the Minneapolis Street Railway Company filed its complaint in a suit in equity to compel compliance. The lengthy complaint is given elsewhere in full, but for the relief of those who haven't long to live and dread legal verbiage the document may be here briefly summarized:

(1.) The street railway company, of which Mr. Lowry is president and sole owner, originally held, under its charter confirmed by special act of legislature, an alleged exclusive franchise for building and maintaining street railways in all parts of Minneapolis. (2.) In 1877 that company assigned to McCrory's Lyndale company the franchise to build on First avenue south and a portion of Nicollet avenue to and beyond the city limits. (3.) The contract of assignment required the Lyndale company to maintain a suburban passenger railway practically between Bridge square and the city limits, and required that not less than six trains should be run daily each way over the track. (4.) The Lyndale company has changed its name, extended its track to Lake Minnetonka, has planned further extensions, has transformed its line into an ordinary commercial railway, and has failed to run six daily trains each way over its line between Bridge square and Lake Calhoun. These acts and neglect constitute such a default on the part of the Lyndale company as entitles the Minneapolis Street Railway Company to demand and obtain a cancellation of the assignment or lease and a surrender to itself for street railway purposes of First avenue south and Nicollet avenue beyond Thirteenth street. This is the pith of the whole matter.

A question which has been referred to the final arbitration of the courts must be settled there, and not in the public prints, but there are a few things which need to be said at the outset of this controversy, and we shall say them very briefly.

It is simply impossible that public opinion, popular sentiment and private business interests outside the two litigants should not figure conspicuously in the contest between the two corporations, and we hazard nothing in saying that popular sentiment will with good reason be arrayed almost solidly against this attempt to force the Motor line outside the city limits, to the grave detriment of all the people and for the exclusive benefit of a single citizen. The proposition is an astounding one, and the reasons given to sustain it will appear equally surprising to a public which remembers that there has been at least no recent cause to complain of infrequent trains, and never a single occasion to complain of the Lyndale company having transacted or attempted to transact a commercial business within the city limits—if we except the loading of the poor children's lunch into a box car on Monday of last week!

On the other hand it needs to be said that Mr. Thomas Lowry distinctly claims the right to run freight cars and do a commercial business over every one of his tracks in the city of Minneapolis—a claim which this city ought to throttle and resist both now and hereafter, precisely as it should throttle and resist a similar claim if it should be set up by Col. McCrory for his Motor line. But the Motor company has distinctly and in open court disclaimed any such pretense of right.

Whether the Motor line must or must not some day get off from first avenue south, is one question—whether it can and should be forced off by such a preposterous raid as the present one is quite another.

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THE CITY.
Minneapolis Tribune (1867-1908); Sep 30, 1882;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 4

THE CITY.

COL. M'CRORY'S VIEW.

A STATEMENT OF THE CASE CLEARLY PRESENTED.

What Col. McCrory Says Regarding the Action of the City Council Last Evening—He Gives a Detailed History of the Motor—His Future Course Undecided.

As the readers of the TRIBUNE are aware the city council last spring passed an ordinance giving Col. McCrory till Oct. 1, to find a substitute for steam as a motive power for the Lyndale Motor line when running on the streets of this city. The TRIBUNE recently published a long communication from Mr. McCrory, president of the Lyndale road, to the city council, in which he stated fully the efforts which had been put forth to secure a substitute for the use of steam, and expressed the hope that such a substitute would soon be obtained. As the 1st of October drew near people naturally became curious to know what the city council proposed doing in the matter, the prevailing opinion being that an extension of time would be granted Col. McCrory. At the meeting of the city council last Wednesday evening some definite action was expected, but the council adjourned till last evening without any discussion of the question. As will be seen by the proceedings of last night's meeting, which are published elsewhere, the council again took no action in the matter and the ordinance prohibiting the use of steam on First avenue south consequently goes into effect tomorrow.

COL. M'CRORY INTERVIEWED.

As soon as the council adjourned last evening a TRIBUNE reporter at once called on President McCrory to inform him of the situation and to find out, if possible, what steps he proposed taking. On learning the reporter's errand Col. McCrory said:

"I am surprised to hear you say that the council has taken no action on my application for an extension of time, and I am unable to see what is meant by such delay. While on a visit here in 1877 and 1878 I was encouraged by the best citizens of Minneapolis to build this road. After long consideration and a great deal of persuasion from the citizens of this place, I undertook to build and equip this road. The ordinance granting the right was passed in July, 1876. I was not in the state, nor within 700 miles of this place, when the ordinance was passed, and had nothing to do with the framing of it. I find from a recent perusal of the records of the city council that there was a majority of the property owners on First avenue who protested against the passage of the ordinance at that time. I came here in May 1879 and commenced building the road. The second day after I began building the road a temporary injunction was served on me restraining me from prosecuting the work on First street. This injunction

WAS DISSOLVED BY JUDGE VANDERBURGH,

upon hearing the arguments on both sides. The road was completed and put in operation to Lake Calhoun on June 26, 1879, and has been in continuous operation ever since. In the following December or January, after the road had been operated several months by the steam motor, an application was made to the district court for a permanent injunction against the use of steam on the road. At the same time a petition, signed by the same parties who first protested against laying a street railway on First avenue south, was presented to the city council asking that steam be removed from First avenue south as a motive power. This petition was referred to the committee on railroads who waited the decision of the district court where the case was then on trial. The court, after a long trial, decided that there was no cause for an injunction against the use of steam, and dismissed the case. The city council then took up the case and after hearing both sides carefully presented, decided that that there was no cause for the removal of steam as a motive power. The road and the power used had been tested, then about eight or nine months, and the people at large and the city council and the court by their action had fully convinced us that

THE PUBLIC GOOD

was what would govern the action of the council in acting for or against the use of steam on this line. At the request of a large number of the citizens of Minneapolis, this line was extended at great expense to Lake Minnetonka. Relying upon the good faith of the city council, as fully expressed in their action in first granting the ordinance, and second in their ratifying it after the use of steam as a motive power on this line had been tested for nine months, hundreds of laboring men purchased homes on the line of this road at and near the city limits, who depend solely upon this line for taking them to and from their work or places of business. These men have their little all invested in homes, and with many of the small they have invested does not by any means pay for the homes they now live in, and it will require a monthly payment for several years to come before they will be able to get a deed in fee for the property they now live in and desire to make their future homes. By the construction of this road, property at or near the city limits, and along the whole line of the road from the city, has been very largely advanced in value. The original property owners who owned large tracts of land and sold them at fabulous prices, have made their fortunes by the construction of this road. The city has been likewise largely enriched. But the poor people who have not their pieces paid for are compelled to sustain large damages without any means of recovery. The city council last March passed an ordinance prohibiting the use of steam on and after Oct. 1, 1882, on First avenue and First street. When this ordinance was passed

IT WAS REASONABLY UNDERSTOOD,

and so expressed by a large number of the members of the council, that if the Motor company should make endeavors to procure other mechanical power, and should fail to do so by the 1st of October, the city council would make such reasonable extension of time after the 1st of that month as would permit the Motor company to acquire and put in operation such power. Believing that the council were acting in good faith with us I made an application on Sept. 12 for such extension of time, setting forth in my application the fact that I had not only made investigations of all mechanical inventions that had been offered to the public as suitable for doing such work in the United States, but had extended my investigations to all parts of Europe, and had failed to find a power that would successfully take the place of steam. But by the best inventors and experts I was assured that at no distant day such power would be invented and put in successful operation. Relying upon the city council to give my application the respectful consideration that the great work which I have done for this city without one cent's pay demands, I must say that I am surprised to hear that they have not given my application the attention it certainly deserves. If there was any reason for granting this ordinance in 1878, there certainly is now more reason that it should be lived up to and treated fairly by the members of our city council. When this ordinance was passed its main support came from pleasure-seekers visiting lakes Calhoun and Harriet. Now the main travel comes from those who have built on the line and use this for

THEIR ONLY MEANS

of going to and from the city. When this line was first built but few could appreciate its advantages, not having tried it. Now, after it has been built and in operation three years, and thoroughly tested by the citizens of Minneapolis, it has become a necessity which the public good demands. The operation of the road has fully developed the fact that animal power can not do the work required, and that some mechanical power must be employed. At the present time no power has been invented and put in successful operation but steam that will do this work. While we feel satisfied that some other mechanical power will be produced at an early day that will do the work satisfactorily, not only to us but to the city, we think justice and good faith demands that we should be permitted to use the power now used until such other power is produced, which certainly will not be long."

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Mpls Tribune
10-29-1886
Resolving of the Washburn objections

A Cable Insisted Upon.

The city council came together last evening, the meeting being called by Acting Mayor D. M. Clough, for a consideration of the motor line's petition for an extension of the time in which to use steam below Nineteenth street, and several other matters. The council did not come to order until nearly 9 o'clock, the time from 7:30 being taken up by the joint committee having the matter in hand by a still further discussion upon the issue. There were present:

President D. M. Clough, Aldermen F. C. Barrows, E. C. Bobb, E. M. Johnson, A. Lawrence, John Fleetham, Lars Swenson, A. C. Haugan, Jacob Stoft, H. C. Morse, C. W. Clark, Alonzo Phillips, P. Phelps, W. W. Sly, G. W. Cooley, Thomas Downs, Titus Mareck. There were also in attendance Mr. C. A. Pillsbury, Mr. F. C. Pillsbury, Mr. S. S. Small, Mr. G. A. Brackett, Ex-Ald. Thomas Cole, H. C. Benton.

The conference by the committee being over, two reports were presented. One was signed by E. M. Johnson, H. C. Morse, Albert Lawrence and A. C. Haugan, and recommended the extension of the steam privilege, conditional upon the building and operating a cable line to Thirty-first street within three years. This has already been given in the TRIBUNE. The second report was signed by G. W. Cooley and E. C. Babb, and recommended an extension of three years without any conditions.

After the reports had been read, Mr. C. A. Pillsbury was invited to speak to the council upon the matter. Mr. Pillsbury reviewed the history of the present company's purchase of the motor line, already given in this paper, and then took up the question of a motive power for the line. It was, he said, out of all question to think of a cable for several years. It was too expensive, for one thing, and another, was not practicable in a climate with such severe winters as Minneapolis. Electricity had failed, and the soda motors were not yet working successfully. For the past six months the motor company had been between the devil and the deep sea. The people of the Eighth ward were pressing for better service, and the people down town did not want any transit at all. The company had been doing the best they could, but did not feel justified in buying more equipment under the situation. It was not the motor company that was responsible for long trains. They were not willing to go to heavy expense in buying more steam motors when, in a very short time, they would have to be thrown one side.

Ald. G. W. Cooley supported the minority report. The alderman said he did not favor so much the motor company as the people of his ward (Eighth). There were 20,000 people in that section of the city and they were entitled to consideration. The Eighth ward had grown rapidly, and in justice to the people of the ward the council should give them every facility in the way of rapid transit.

Ald. Johnson sustained the majority report of the committee, maintaining that the motor line could well afford to put in a cable line, and it would prove more to the convenience of the Eighth ward than steam.

Ald. Lawrence explained his reason for signing the majority report, that was that it was best serving the Eighth ward people, was no injustice to the motor company, and was recognizing the rights of the First avenue people.

Ald. Babb said he signed the minority report because he thought the Eighth ward people would be better served by not insisting on a cable line. He feared if the council forced the majority report horses would be put on below Nineteenth street, and this would be a hardship.

A vote upon the adoption of the majority report resulted as follows:

Ayes—Ald. Clark, Johnson, Lawrence, Mareck, Morse, Phelps, Phillips, Stoft, Swenson, Haugan, Powers—11.

Nays—Ald. Babb, Barrows, Cooley, Fleetham, Sly, Mr. President—6.

Ald. Barrows said he was confident the present owners of the motor line were doing all they could to serve the public well, and it would be unjust to demand that they build a cable line in three years. For this reason he voted against the majority report.

A warrant was ordered drawn for $500 in favor of William Welch as settlement of suit for damages against the city.

An invitation to attend the lecture by Michael Davitt on Sunday evening was accepted.

Council adjourned to 11 o'clock this morning, when the ordinance upon the motor matter will be acted upon.

AFTERNOON MOTOR TALK.

The council motor committee held a meeting yesterday afternoon at which Alds. Johnson, Cooley Morse and Babb were present to hear objections to the committee's course offered by C. A. Pillsbury. F. C. Pillsbury and S. S. Small were also present and answered inquiries from the committee. Mr. C. A. Pillsbury said he had heard that it had been stated the motor had spent no money on soda motors. "We paid," said Mr. Pillsbury, "$10,000 for the right to use them in Minnesota, the Baldwin locomotive works would build them only by the day and we have just received word that they will cost $8,500 apiece, four of them that's $34,000. Then we built our works at Thirty-first street. If anyone thinks we have not spent nearly $60,000 on this experiment, let him come down to the office and we'll convince him." Ald. Cooley asked if the motor company had seconded the efforts of the electric company. Mr. Pillsbury replied that they had done everything asked of them. Mr. Pillsbury said that his position was that it must be either the soda motor or steam for a number of years, as the business of the road would not warrant a cable. Besides, there were piles of objections to a cable anyhow. As to Mr. Washburn's insinuation that the soda motor was a subterfuge and was really steam, Mr. Fred Pillsbury said he was willing to risk Mr. Washburn's bond on that, as he had the opinion of one of the ablest lawyers in the state that the bond could not be enforced on a technicality. The committee then went into executive session.

FRED PILLSBURY TO GEN. WASHBURN.

Mr. Fred C. Pillsbury, vice-president of the motor company, has published a lengthy answer to Gen. W. D. Washburn's letter published in yesterday's TRIBUNE, in which he says that the company's first investigation was concerning the cable system. They have gone to the bottom of the affair, and that the system does not pay even in Chicago, where they are doing four times the business of the motor company. Mr. Pillsbury also claims that the company has done everything in its power to supersede steam, and that as soon as they can find anything satisfactory they intend to put on so many motors that the long trains shall be done away with. He accuses Gen. Washburn with arrogance in presuming that his is the only opinion in the matter worth considering, and concludes his letter in the following unmistakable terms:

You have no right to impugn the sincerity of our motives. The motor line has been no bonanza to us, and cannot possibly be for many years. If it is practicable to give good service on the line we intend to do it, but neither bulldozing, sneering or legislation will force us into a system which, for the present at least, is so impracticable that we have cast it aside as a fully adjudicated question. Very truly yours,

FRED C. PILLSBURY, Vice-President.

Track

And

Roadway

TRACK MILEAGE

Poor's Manuals

As of Dec. 31	Miles of Road	Miles of Track
1880	6	6
1881	6	6
1882	20	20
1883	20	20
1884	24.25	28.25

Minn. Railroad & Warehouse Commission

October 31, 1882

Main line: Minneapolis to Excelsior	20.00 miles
Sidings and carhouse track	1.25 miles
Four wood trestles; total length:	1,600 L.F.

June 30, 1886

Main line: Minneapolis to Excelsior (4.5 miles double track)	20 miles
31st & Nicollet Ave. to Minnehaha Falls	6 miles
Sidings and carhouse track	5 miles
Total	31 miles

20 miles of iron rail and 10 miles of steel rail.
7.25 miles fenced

Five wood trestles; total length		1,640 L.F.
Four on Excelsior line	1,600 L.F.	
One over Minnehaha Creek on Minnehaha Falls line	40 L.F.	

19 Stations

Four railroad "connection" points. (Probably with the CM&StP at Minneapolis [29th & Hennepin] and Hopkins; and the M&StL at Hopkins and Excelsior.)

Freight: mostly wood (lumber).

Double Track

During the Van Depoele electrification in November and December, 1885, second track was reported being built on 1st Ave., 13th St., and Nicollet Ave. between 10th St. and 24th St.

A newspaper article dated 3-17-1886 reported an accident at 1st Ave. S. and 6th St. Trailers were being hauled by horses from 6th St. to Washington Ave. at this time. A southbound train taking the siding at 6th St. split the switch and ran into a northbound train waiting on the main track.

The undated photograph in the MINNEGAZETTE of a two-car train on 1st Ave. S. shows sidings with diamond turnouts on 1st Ave. S.

STAPLES®

between (1) 3rd and 4th Sts., and (2) 4th and 5th Sts.

Another undated source reports that second track was built on 1st Ave. S. from Washington Ave. to 13th St., on 13th St. to Nicollet Ave., and on Nicollet Ave. from 13th St. to 37th St.

During 1887 second track was reported built on 31st St. from Nicollet Ave. to the right-of-way at Irving Ave. ~~According to the Minn. Railroad & Warehouse Comm. seven additional miles of second track was built during the year ended 6-30-1888.~~ This was an error in the report. Should have been 6.50 miles second track, siding and sparba

The 1890 U.S. Census reported 18 miles of road with 23 miles of track, total weight of rail 1619.20 tons, and five stations.

Based on the A. L Drum & Company valuation mileage figures and TCRT Lake Minnetonka Division right-of-way maps, the following mileage points for the Excelsior line have been estimated.

Bridge Square	0.00 miles
1st Ave. S. and Washington Ave.	0.23
1st Ave. S. and 6th St.	0.55
Nicollet Ave. and 24th St.	2.12
Nicollet Ave. and 31st St.	2.89
R/W at 31st St. and Irving Ave.	4.04
Lake Calhoun	4.68
Lake Harriet	5.51
Hopkins	10.77
Excelsior	19.64

The 1915 Drum and Cappelen valuation studies included track mileage figures. These figures were intended for determining the developmental costs of the Minneapolis street railway system for rate making purposes. They represent the ML&M Ry. at its greatest development, **ex**cluding the Excelsior line west of France Ave., and **in**cluding the track to France Ave. since that was currently in use by MSR and within the city limits.

On	From	To	Miles First Track	Miles Second Track	Miles Total Track
1 SS	Nic.	1 AS	.078		.078
1 AS	1 SS	Wash.	.155		.155
1 AS	Wash.	3 SS	.078	.078	.156
1 AS	3 SS	13 SS	.793	.793	1.586
13 SS	1 AS	Nic.	.078	.097	.175
Nic.	13 SS	Grant	.114	.095	.209
Nic.	Grant	31 SS	1.572	1.572	3.144
31 SS	Nic.	R/W (Irving Av.)	1.150	1.150	2.300
R/W	31 SS	Lake Calhoun	.643		.643
R/W	Lake Cal.	France Ave.	2.092		2.092
Subtotals-Lake Harriet line			6.753	3.785	10.538
Nic.	31 SS	37 SS	.735	.735	1.470
37 SS	Nic.	R/W (Fort Av.)	2.396		2.396
R/W	37 SS	50 SS	1.818		1.818
Subtotals-Minnehaha Falls line			4.949	.735	5.684

Nic.	37 SS	50 SS	1.606		1.606
Totals			13.308	4.520	17.828

Minneapolis Tribune 6-14-1886

In the process of laying double track on 1st Ave S and Nicollet Ave. from 3rd St to 26th St

Electric motor was hauling trains on 1st Ave S between Washington Ave. and 6th St.

Street Railway Review 3-15-1891
The old depot at Minnehaha Falls used by the Motor Line has been destroyed by fire.

REAL ESTATE

The Minneapolis St. Ry. records list certain properties of which the title was vested in the ML&M Ry. Dates given are those on which the deeds were recorded and do not necessarily relate to the actual date of acquisition of the property.

Minnehaha Falls line (MM&FtS Ry.)

December, 1885: a strip 50' wide by 971' long adjoining the CM&StP Ry. south of Minnehaha Falls to 54th St., plus a triangular shaped parcel at the southeast end of this strip. This was for the projected but never built extension from Minnehaha Falls to Fort Snelling.

The M&StPS Ry. Fort Snelling R/W was adjacent to this unused R/W, acquired from April through July, 1905. Land where the 53rd St. loop was eventually built was acquired in March, 1908. The curve at the CM&StP Ry. was relocated to land also purchased in March, 1908.

March, 1886: one lot on the northeast corner of 37th St. and Chicago Ave. Sold to the Arcade Investment Co. in November, 1907.

31st St. and Nicollet Ave. (Roundhouse Site)

June, 1886: north one-half of the property.

June, 1889: most of the south one-half of the property, Lots 1-4 and 14-17. Lots 5-13 were recorded in July and October, 1892, in the name of the Minneapolis St. Ry. The original intention for the acquisition was for construction of a cable line powerhouse.

March, 1906: a strip in the north one-half adjacent on the south to the center line of 31st St., recorded in the name of the Minneapolis St. Ry.

Harriet Right-of-Way

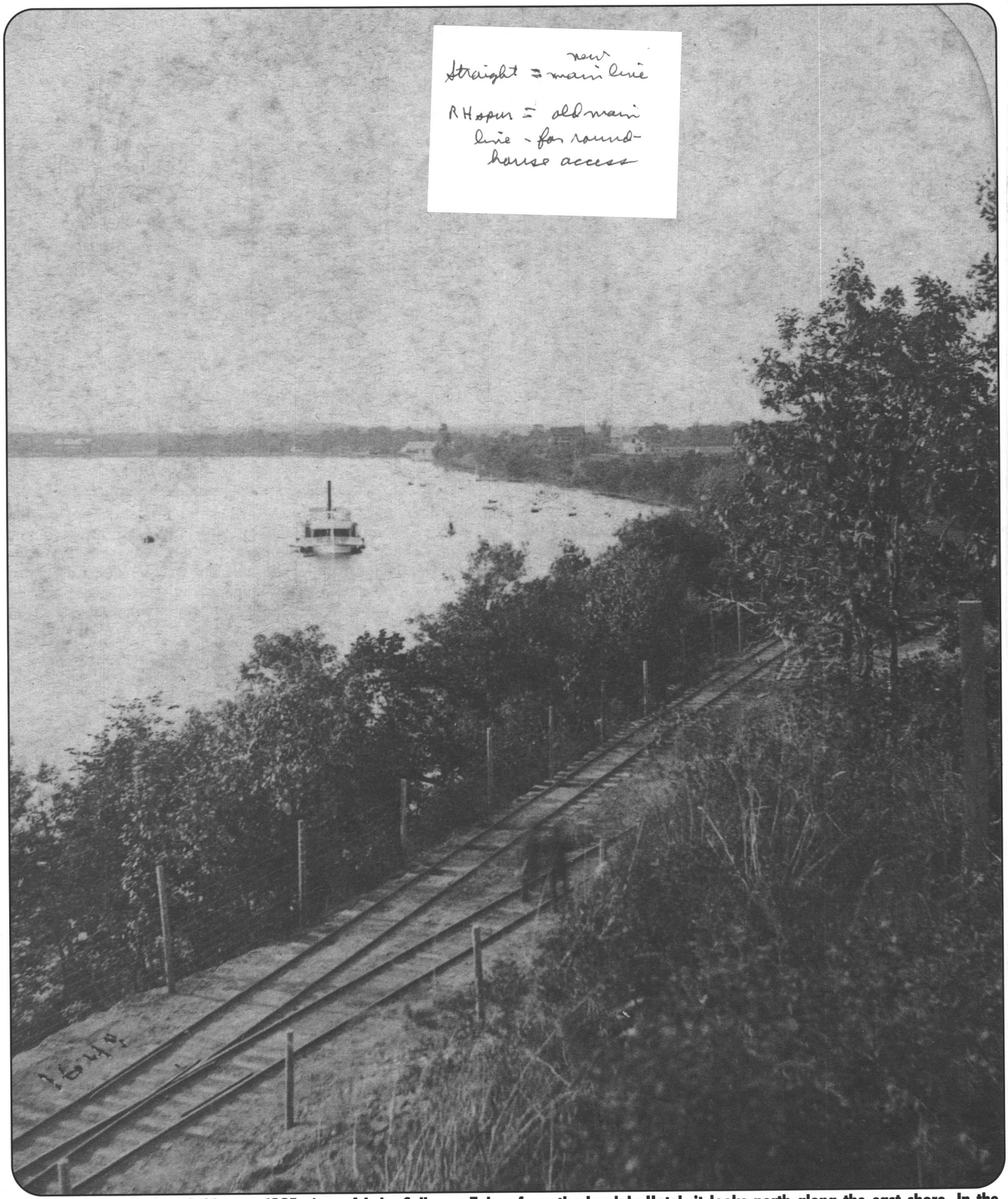
January, 1889: Lake Harriet Pavilion property, adjacent to the R/W on the east at 42nd St. and extending northward along the Minneapolis Park Board property. Described as Lots 1-18, Block 1, First Division of Remington Park. Acquired from Thomas and Beatrice Lowry.

June, 1899: property on which the M&StPS Ry. Lake Harriet loop was built.

Minneapolis Lyndale & Minnetonka Ry.							
Track Mileage							
	10-31-1882	10-31-1883	7-31-1884	6-30-1885	6-30-1886		
Minneapols to Excelsior	20	20	20	20	20		
31st St Jct to Minnehaha Falls (*)				5	6		
				25	26		
Sidings not included above	1.25	4	4		5		
Total Track					31		
(*) 6-30-1886 Construction Minnhaha Falls to Fort Snelling Reserve					1.0		
Length of double track on main line					4.5		
Miles of Iron Rail	20	18	16		20		
Miles of Steel Rail	#	2	4		10		
# Only laid the curves with steel rail							
Miles of Wire Fencing	5	7	7	7	7.25		
Pile Bridges:							
Number	4	4	4	5			
Aggregate Length L.F.	1600	1600	1600	1640			
Railroad Crossings at Grade:							
CM&StP Ry. H&D Division	Mpls	same	same	same	29th Street		
CM&StP Ry. H&D Division	Junction City	same	same	same	Hopkins		
M&StL Ry.	Junction City	same	same	same	Hopkins		
M&StL Ry.	Excelsior	same	same	same	Excelsior		
Highway crossings at grade without protection					70		
Highway crossings at grade protected by gates or flagmen					2		
Highway crossings over or under your grade					3		
Overhead obstructions less than 20 ft. above the track					2		
JUNE 30, 1887							
Miles of Road Operate	17.5		No Right-of-Way Fencing.				
"Sold to StPM&M Ry that part of the line from its junction near Hopkins station with the							
extension known as the cut-off, to Excelsior."							
Page 5 Railroad Construction: St.PM&M Ry., Hutchinson Junction to Hutchinson 53.13 miles.							
JUNE 30, 1888							
Miles of Road Operate	18						
Bridge Square to 31st Street Junction; 31st Street Junction to Hopkins, Minnehaha							
Falls, and Washburn Park.							
Additional Construction:							
Lake Calhoun to Lake Harriet					1.08 miles		
37th St. to Washburn Park (opened 9-1-1887)					1.63 miles		
Miles of steel rail	10.5						
Miles of iron rail	7.5						

JUNE 30, 1889							Miles of Road		
	Main Line		Bridge Square to 31st Street				2.86		
	Lake Harriet		31st Street. to Hopkins				7.79		
	Washburn Park		31st Street to Washburn Park				2.37		
	Minnehaha Falls		31st Street to Minnehaha Falls				4.94		
		Total					18.00		
		Miles of double track					5.75		
		Miles of single track					12.25		
							18.00		
A. L. Drum & Company Valuation 1-1-1916									
TRACK									
	3" 35# T Rail, plate joints, 6"x6"x5'0" ties on 3'0" centers. Cost $6213 per mile of single track.								
	3" 35# T Rail, plate joints, 6"x8"x5'0" ties set on 3" steel chairs. Cost $7871 per mile of single track.								
	1889: track on 13th Street between 1st Ave. South and Nicollet Ave. relocated to Grant St.								
PAVING						Miles of 1st Track	Miles of 2nd Track		
	Granite on Sand								
		1st St.-Marquette Ave. to 1st Ave. S.				0.078			
		1st Ave. S.-1st St. to Washington Ave.				0.155			
						0.233			
	Cedar Block								
		1st Ave. S.-Washington Ave. to 3rd St.				0.078	0.078		
	Total (Rail set on Chairs)					0.311	0.078	0.389	
	No Paving south of 3rd Street.								

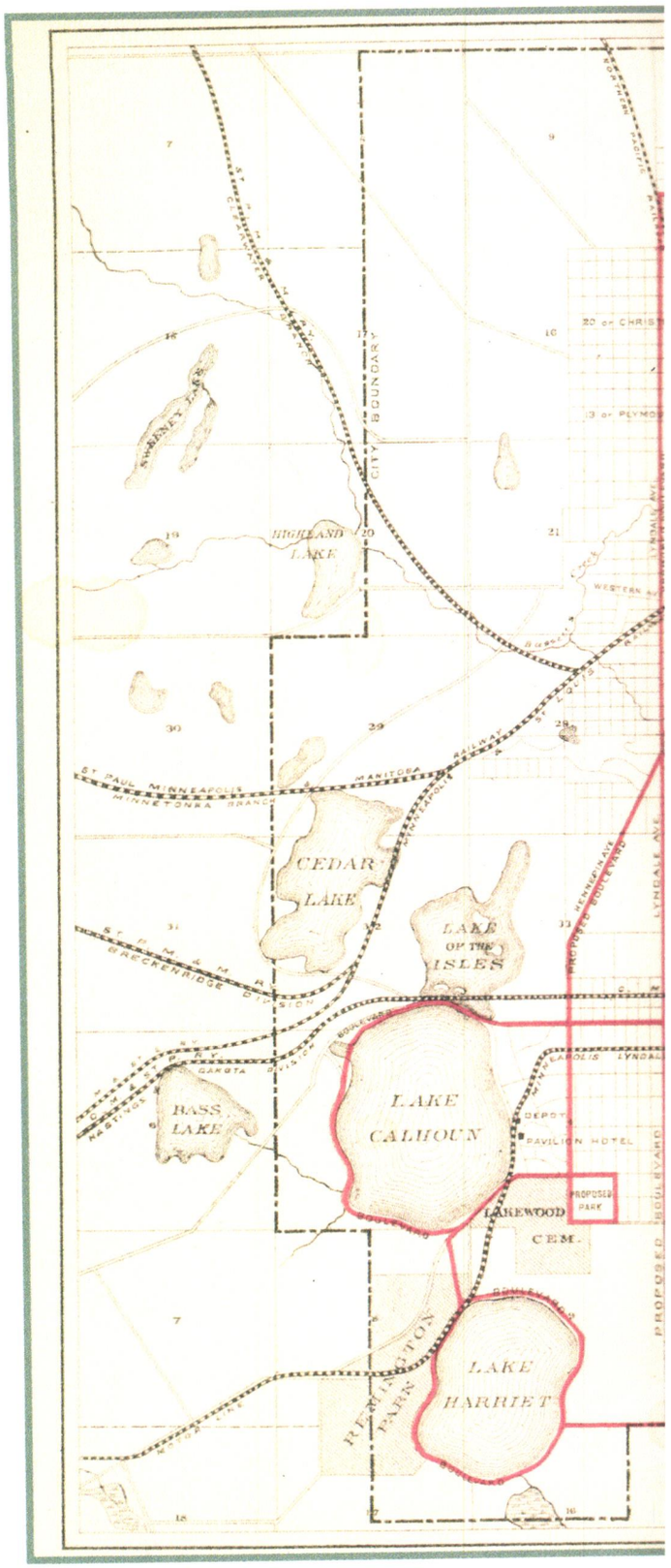
The lake district as depicted in the 1874 Andreas Atlas.



The Editor recently found this rare 1885 view of Lake Calhoun. Taken from the Lyndale Hotel, it looks north along the east shore. In the foreground are the narrow gauge tracks of the Minneapolis, Lyndale & Minnetonka. In the distance is the steamboat Hattie, a sidewheeler owned by the railroad. It ran on the lake from 1881 to 1888, when it was burned as a publicity stunt.

Charles A. Tenney photo, MTM collection.

Charles A. Tenney photo, MTM collection.



Map of Minneapolis, Minnesota, Showing Park System as Recommended by Prof. H. W. S. Cleveland,
from H. W. S. Cleveland, *Suggestions for a System of Parks and Parkways for the City of Minneapolis, Read at Meeting of the Minneapolis Park Commissioners, June 2, 1883.*

MINNEAPOLIS: JOHNSON, SMITH AND HARRISON, 1883

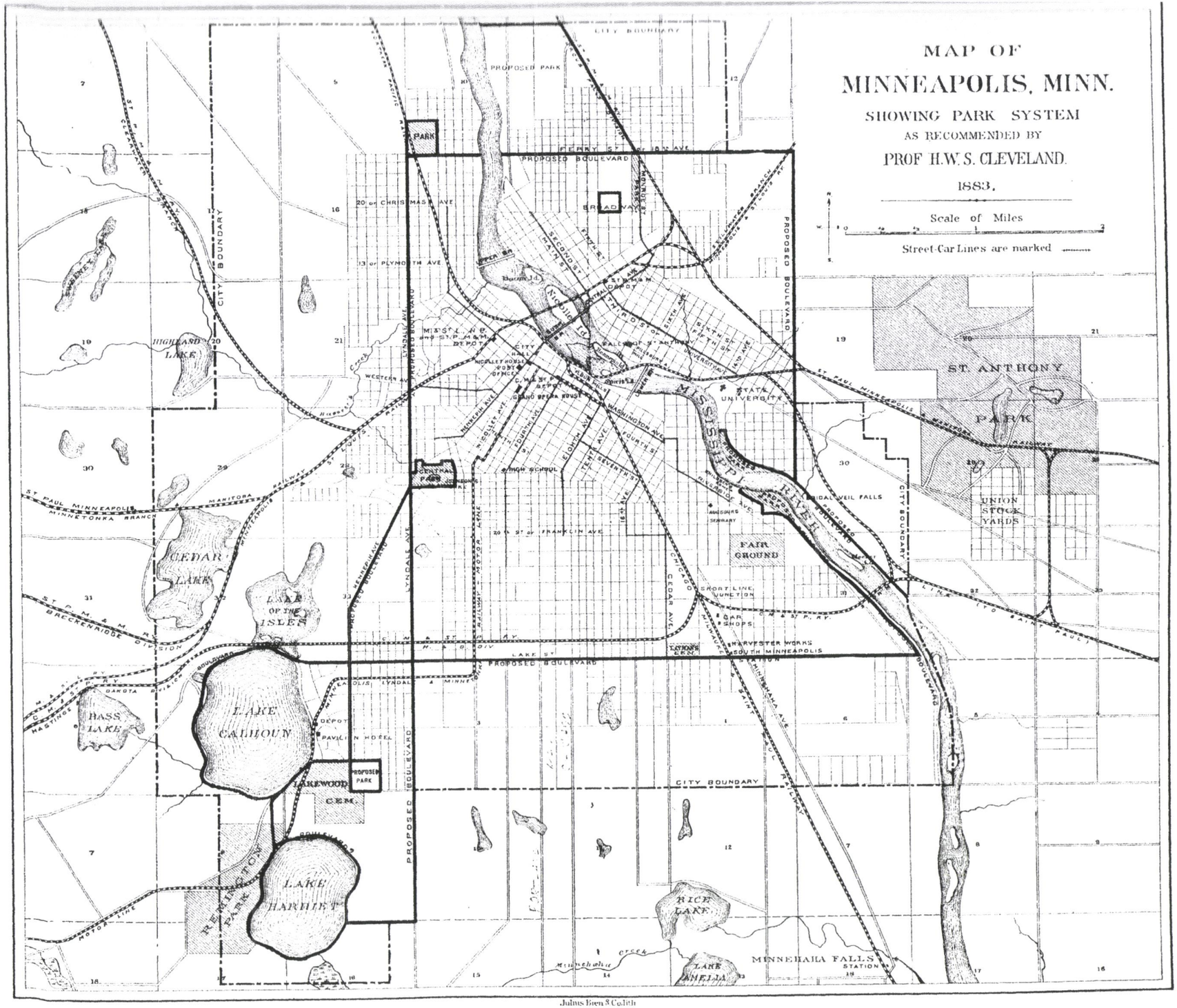
8.7 X 10 INCHES

MINNEAPOLIS PUBLIC LIBRARY

Although leaders in both cities discussed the possibility of establishing parks shortly after statehood, only a few squares of land were set aside in the central cities and wealthy neighborhoods, and no comprehensive plans were prepared. Then, in the winter of 1872, Horace Cleveland arrived to give a lecture titled "Landscape Gardening as Applied to Works of the West." His presentation caused a great stir, and in 1873 he was hired by both cities to design a series of parks and parkways. It took Minneapolis leaders a few years to get a park system established and to create, in 1882, the Minneapolis Park District, which had an independent board and the power to levy taxes. In 1883, board leader Thomas Lowry hired Cleveland to prepare a formal plan.

Cleveland's system, based on boulevards rather than on small parks, envisioned vistas being kept as natural as possible. He proposed the creation of boulevards around the lakes and an Interlaken Park between Lakes Calhoun and Harriet that would knit together a series of larger parks. The "priceless jewel" of the Mississippi River gorge especially impressed him.

After the park board accepted the plan and began to acquire land, Theodore Wirth, the Park District's second superintendent, augmented the plan. Wirth oversaw the creation of the parkways and the dredging and linking of the lakes. Cleveland had promoted the preservation of the entire river bluffs with a trans-Mississippi park along the gorge and a large pair of parks opposite each other at the confluence of the Mississippi and Minnehaha Creek on the St. Paul and Minneapolis



Julius Bien & Co. lith

POLY-VU AVERY™

125

EXCELSIOR

HENNEPIN CO. MINN.

Scale 400 feet 1 inch

1885

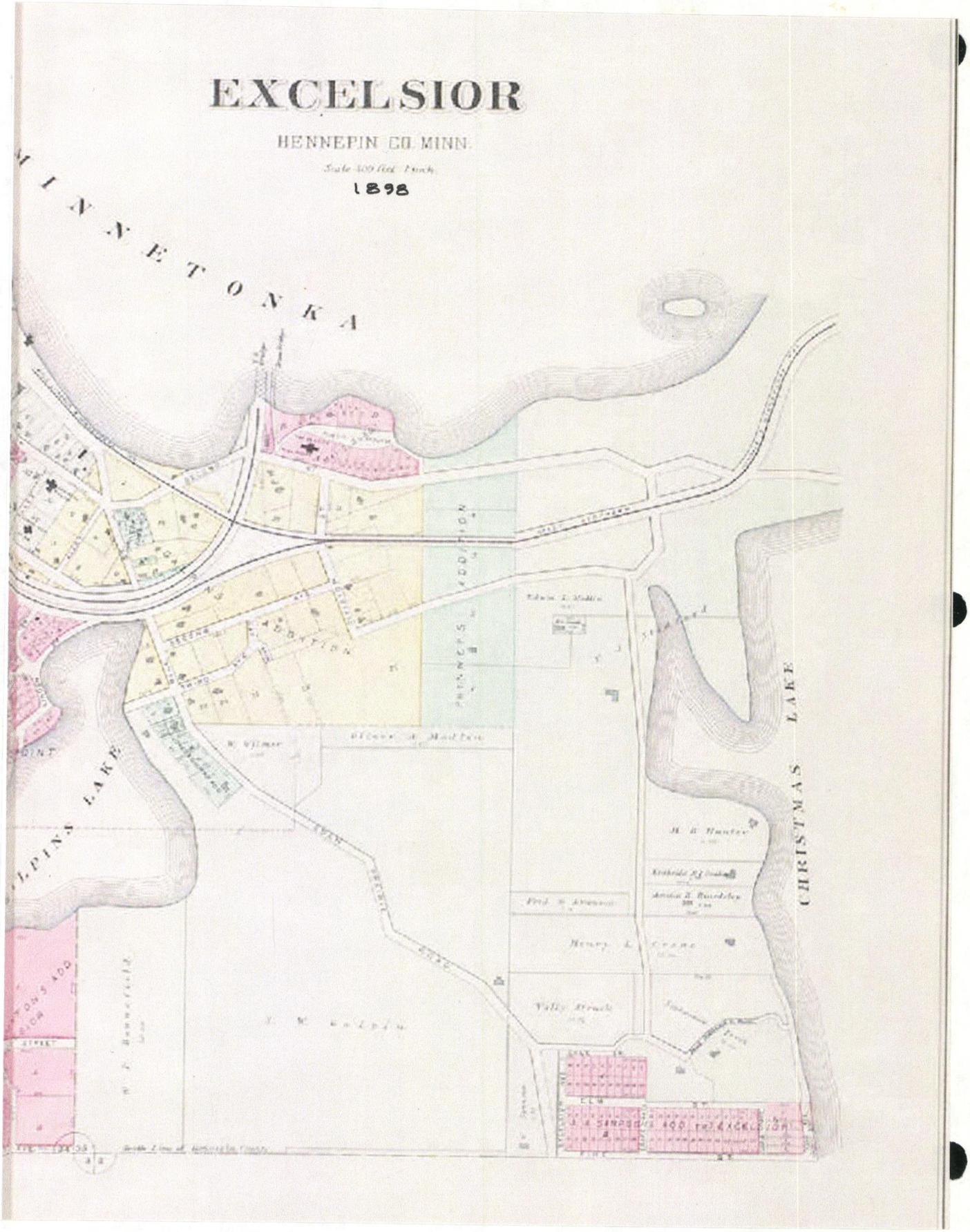
0 1500'

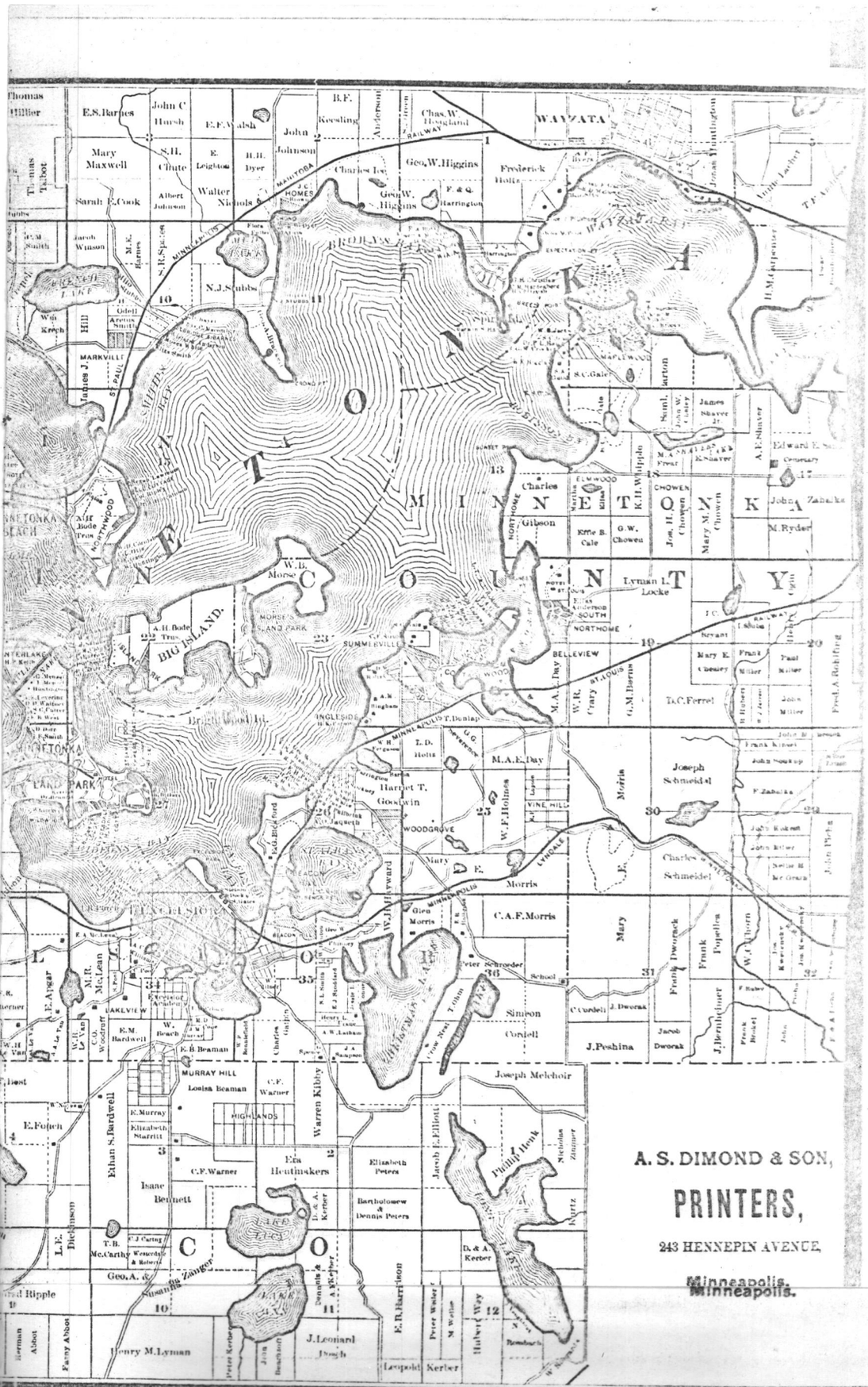
EXCELSIOR

HENNEPIN CO. MINN.

Scale 400 feet 1 inch.

1898




HENNEPIN COUNTY
MINNESOTA
WAYZATA
MINNETONKA
EXCELSIOR
DEEPHAVEN
ORONO
MEDINA
MAPLEWOOD
NORTHOME
BELLEVIEW
SUMMERVILLE
WOODGROVE
VINE HILL
LAKEVIEW
MURRAY HILL
HIGHLANDS
BIG ISLAND
MARKVILLE
INGLESIDE
LAKE PARK
MINNEAPOLIS
ST. PAUL
MANITOBA RAILWAY
MINNEAPOLIS & ST. LOUIS RAILWAY
Thomas Hillier
E.S. Barnes
John C Hursh
E.F. Walsh
R.F. Keesling
John Johnson
Chas. W. Hoagland
Mary Maxwell
S.H. Clute
E. Leighton
H.H. Dyer
Charles Ives
Geo. W. Higgins
Frederick Holtz
Thomas Talbot
Sarah E. Cook
Albert Johnson
Walter Nichols
Gen. W. Higgins
F. & C. Harrington
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M.E. Barnes
N.J. Stubbs
Wm Krech
Hill
Odell
James J.
Charles
Gibson
Martha
Ellen
Effie B. Cale
G.W. Chowen
Jos. H. Chowen
Mary M. Chowen
John A. Zabalka
M. Ryder
W.B. Morse
A.H. Bode
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T.C. Ferrel
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Ella Heutinskers
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Bartholomew & Dennis Peters
Jacob F. Elliott
Phillip Henk
Melinda Zimmer
Kurtz
L.E. Dickinson
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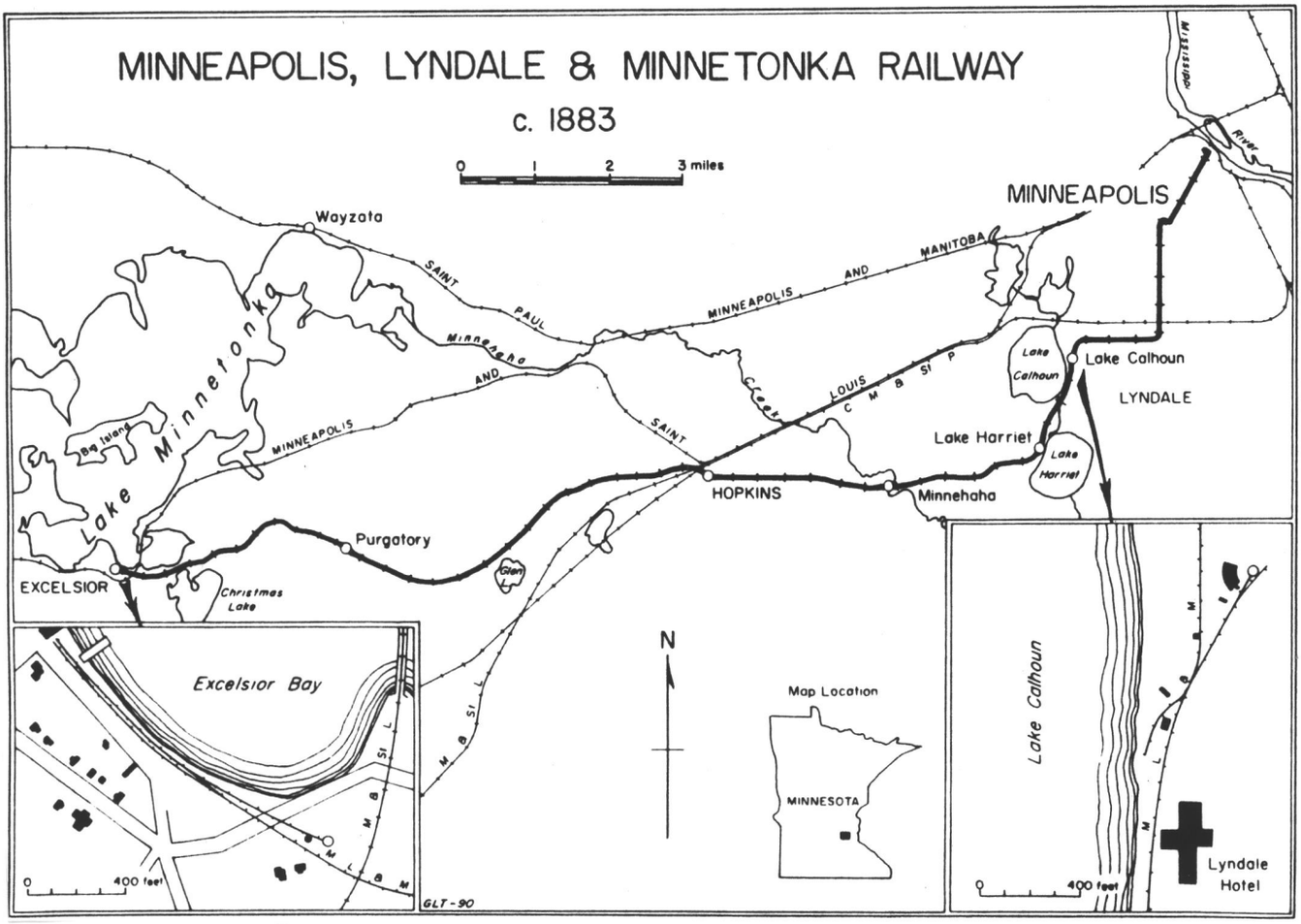
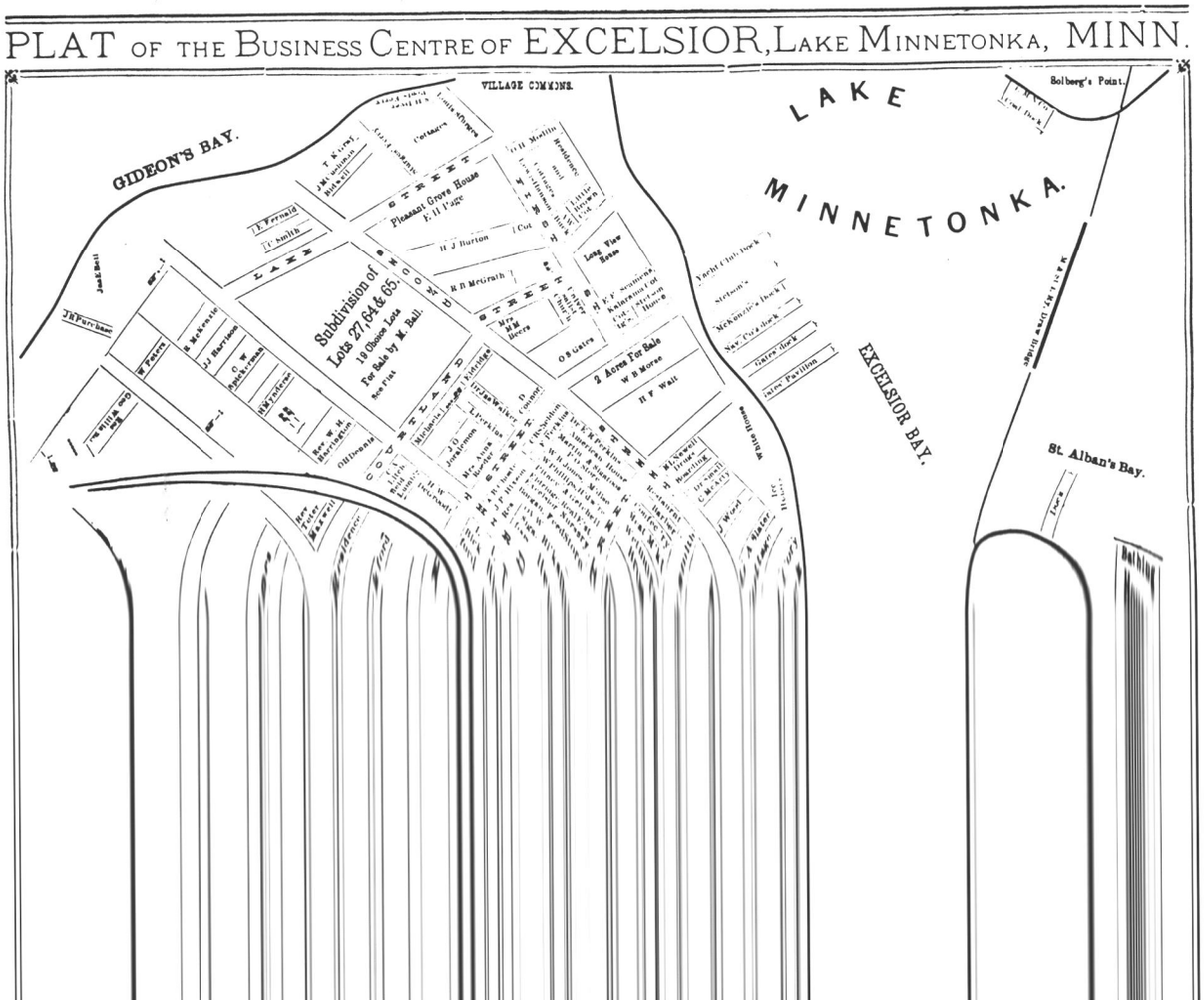
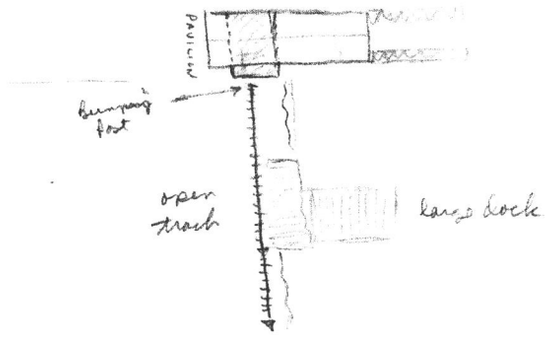

MINNEAPOLIS, LYNDALE & MINNETONKA RAILWAY
c. 1883
0 1 2 3 miles
MINNEAPOLIS
Wayzata
SAINT PAUL MINNEAPOLIS AND MANITOBA
Minnehaha
Lake Minnetonka
Big Island
MINNEAPOLIS AND SAINT LOUIS
Great
C M & St P
Lake Calhoun
LYNDALE
Lake Harriet
HOPKINS
Minnehaha
Purgatory
Glen
EXCELSIOR
Christmas Lake
Excelsior Bay
M & St L
M L & M
0 400 feet
N
Map Location
MINNESOTA
GLT-90
Lake Calhoun
Lyndale Hotel
0 400 feet

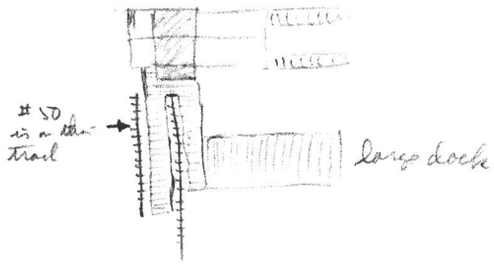

PLAT OF THE BUSINESS CENTRE OF EXCELSIOR, LAKE MINNETONKA, MINN.
VILLAGE COMMONS
GIDEON'S BAY.
LAKE
MINNETONKA.
Bolberg's Point.
EXCELSIOR BAY.
St. Alban's Bay.
Subdivision of Lots 27, 64 & 65. 10 Choice Lots For Sale by M. Ball. See Plat
Pleasant Grove House E. H. Page
Long View Farm
2 Acres For Sale W. B. Morse
H. F. Watt
Yacht Club Dock
Steamer
Mtka. City Dock
Water Pavilion
Plat of the business section of E

[1] Supposedly 1881 (Minnetonka steamboats notebook)
(City of St Louis - launched 6-4-81)



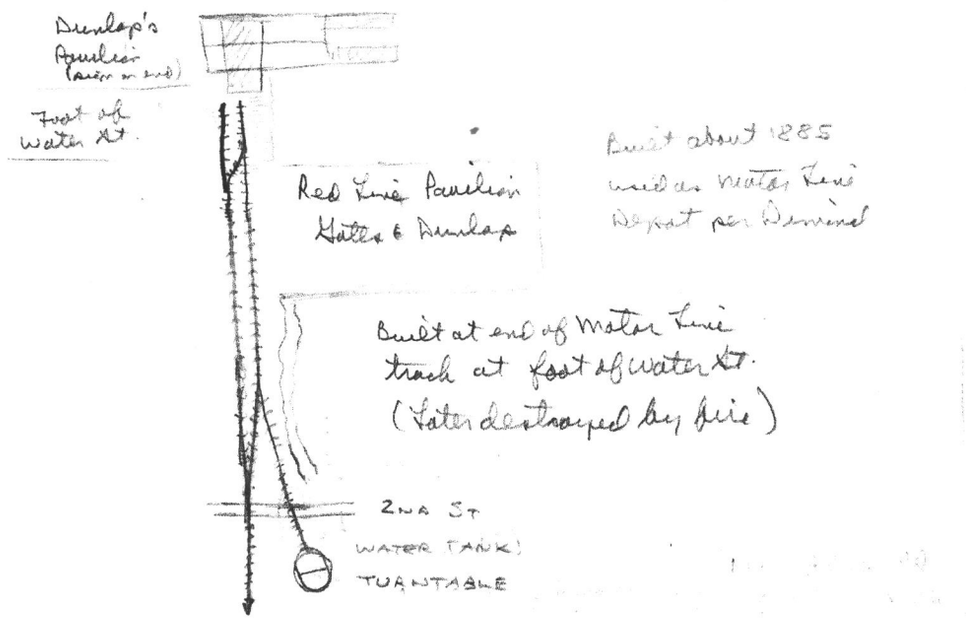
[2] Lake Calhoun

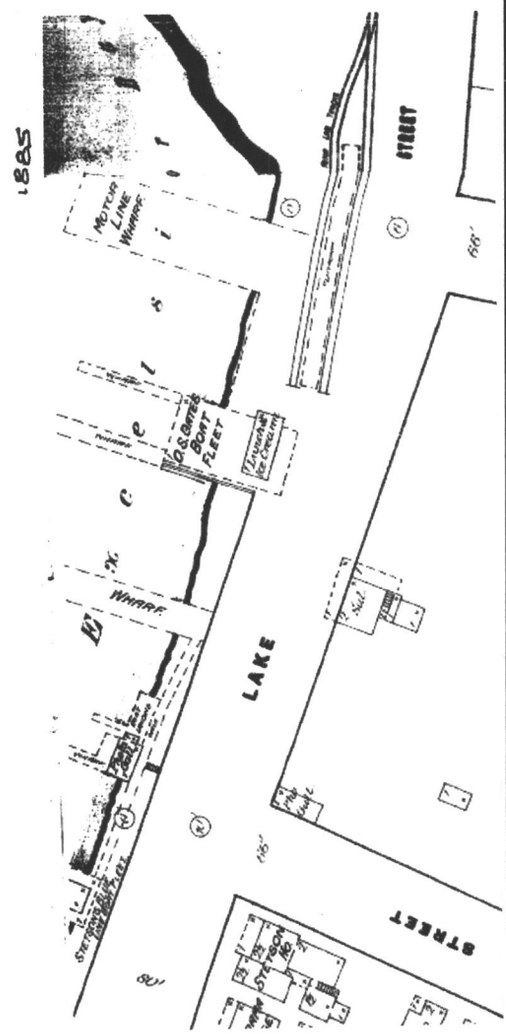
[7] next photo has identical dock and pavilion details but second track and platform added

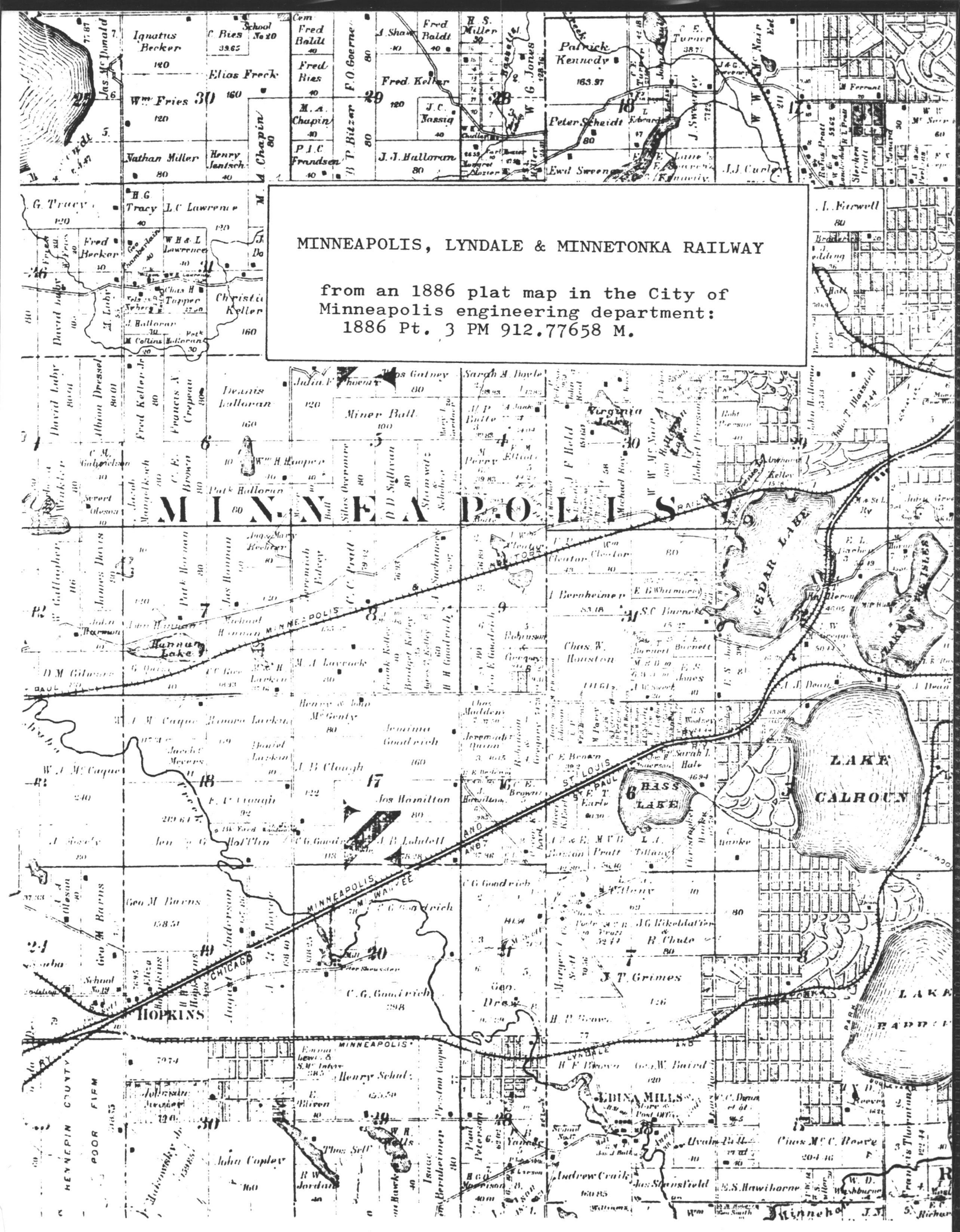


[3] Supposedly 1883
same as [2] BUT a people train is on same track as #50, along with #50; #10 is at end of track.
The cargo dock is being dismantled

[4] Bob Bowes / Dimond photographs (Tufford)



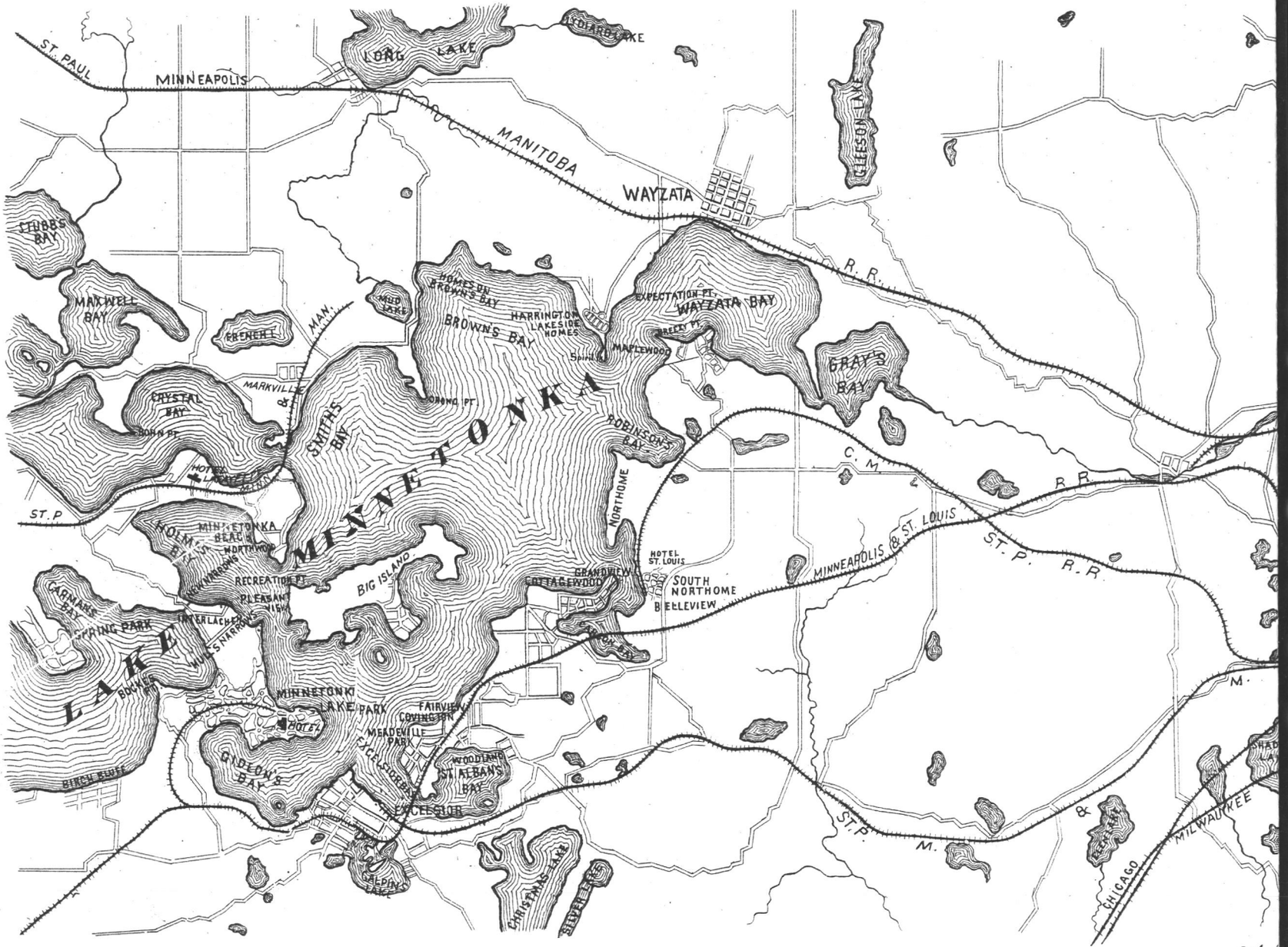


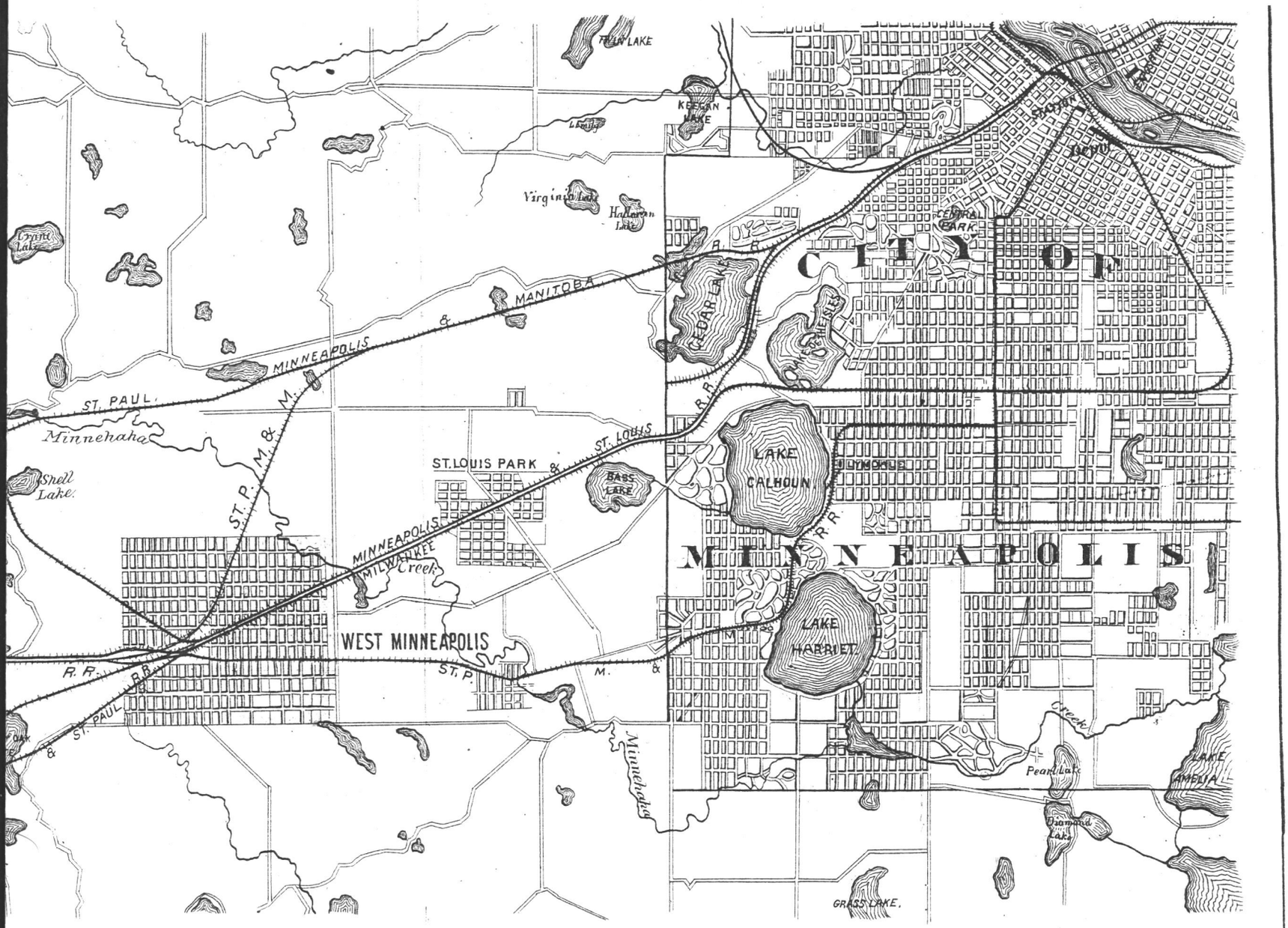


MINNEAPOLIS, LYNDALE & MINNETONKA RAILWAY

from an 1886 plat map in the City of Minneapolis engineering department: 1886 Pt. 3 PM 912.77658 M.

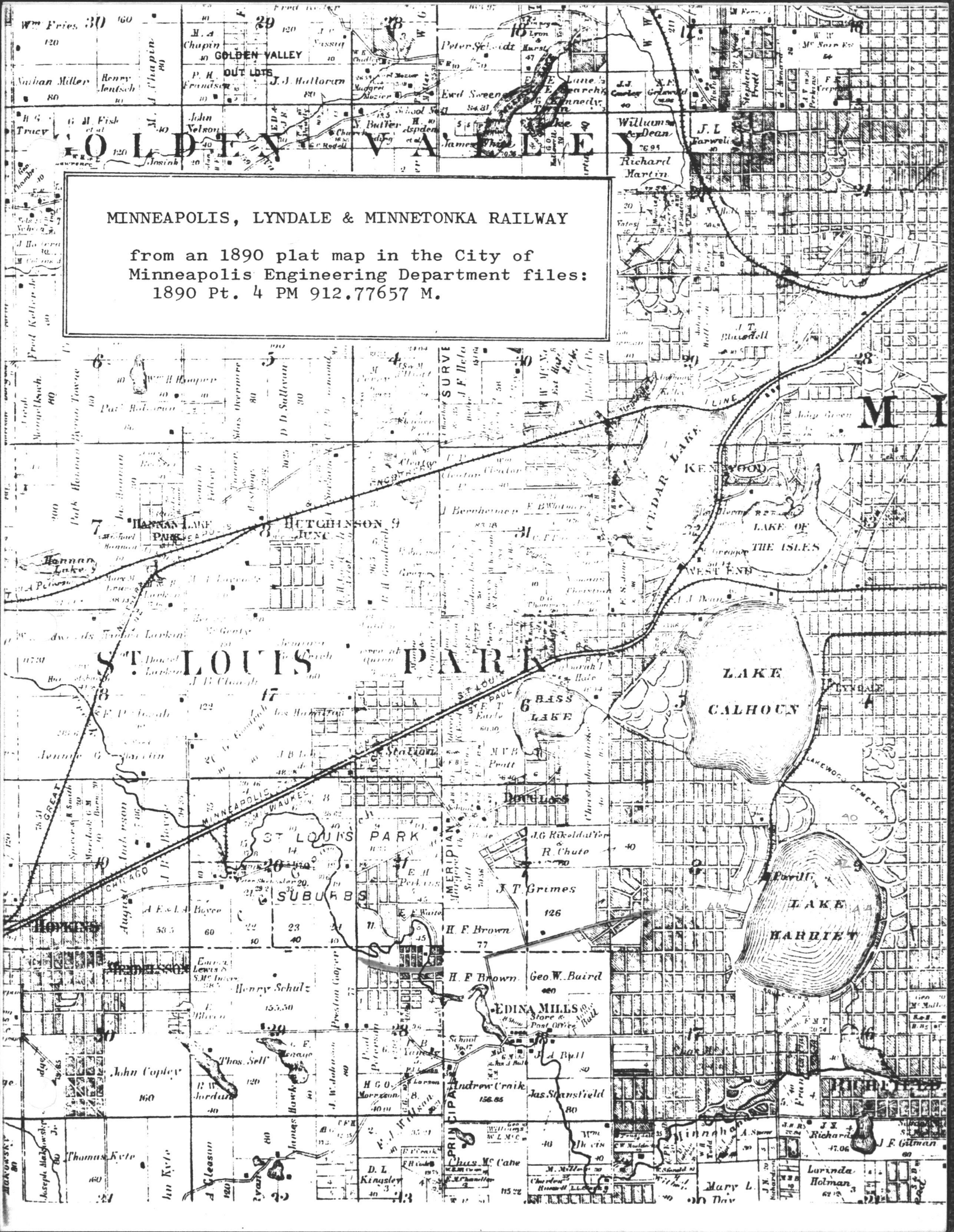
POLY-VU AVERY™





TWIN LAKE
KEEGAN LAKE
Virginia Lake
Hallaran Lake
Crane Lake
CENTRAL PARK
CITY OF
CEDAR LAKE
MANITOBA
MINNEAPOLIS
ST. PAUL
Minnehaha
Shell Lake
ST. P. M. & M.
ST. LOUIS PARK
ST. LOUIS
BASS LAKE
LAKE CALHOUN
LYNDALE
MINNEAPOLIS
MILWAUKEE
Creek
WEST MINNEAPOLIS
LAKE HARRIET
R. R.
ST. P. M. & M.
ST. PAUL
Minnehaha
Creek
Pearl Lake
LAKE AMELIA
Diamond Lake
GRASS LAKE.

former MINNEAPOLIS, LYNDALE & MINNETONKA RAILWAY
from Hopkins to Excelsior.
from an 1890 plat map in the City of
Minneapolis Engineering Department files:
1890 Pt. 3 PM 912.77657 M.
MINNETONKA
WEST of MINNEAPOLIS
Hopkins
Wildwood Park
Shady Oak Lake
Minnehaha Creek
Lake Minnetonka
Dennis Duley
Martin Doyle
T. F. Rooney
Fred Glassing
Susan A Brown
Eliza Murphy
J. R. Hoffin
E. E. Cook
Isaac Bernheimer
John E. Empringer
F. C. Cooke
L. F. Menage
John Copley
Frank Seraneke
John M. Chastek
J. E. Kuchera
J. F. Kuchera
Stephen Kolasek
Ignac Dvorak
Mary Copek
Mary Gleeson
Dennis Mc Cauley
Joseph Kurtz
Anton Kurtz
Knox
J. Lapour
B. Houlston
Chicago Great Northern
Minneapolis St. Louis
Minneapolis Lyndale & Minnetonka



MINNEAPOLIS, LYNDALE & MINNETONKA RAILWAY

from an 1890 plat map in the City of Minneapolis Engineering Department files: 1890 Pt. 4 PM 912.77657 M.

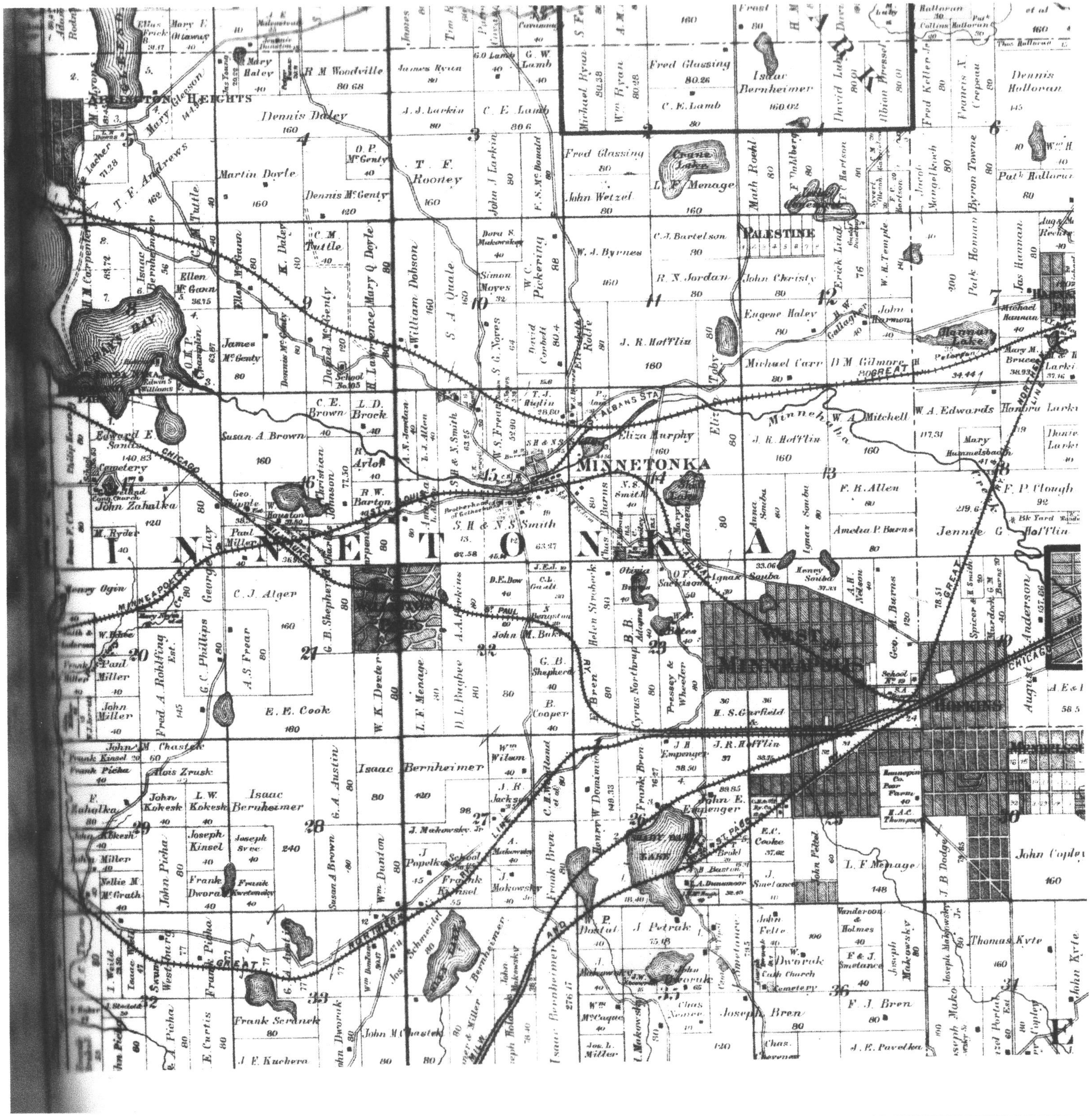
AVERY®
POLY VU

Plat of Mpls and St Louis Park

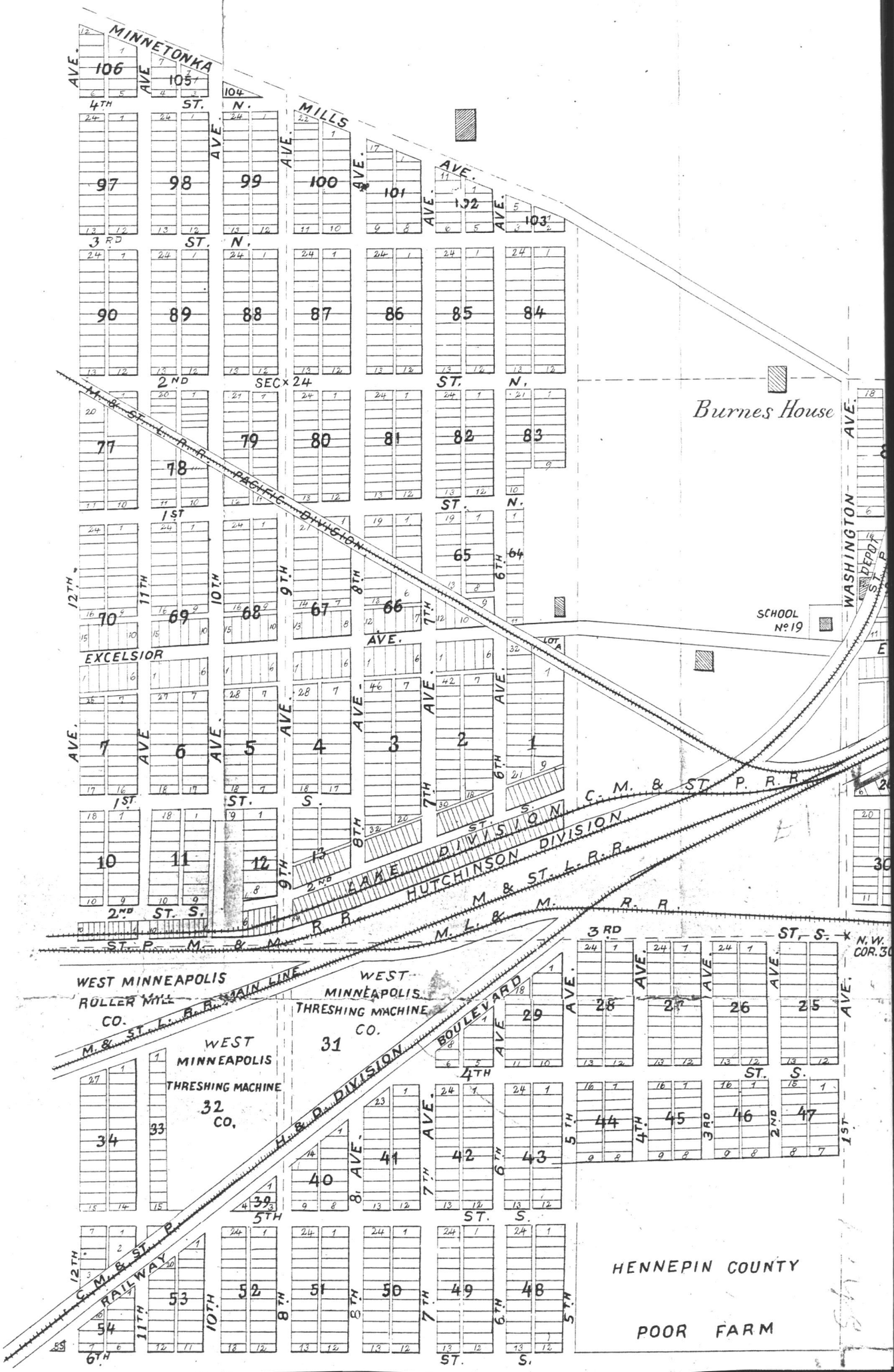
Mpls Land & Investment Co.

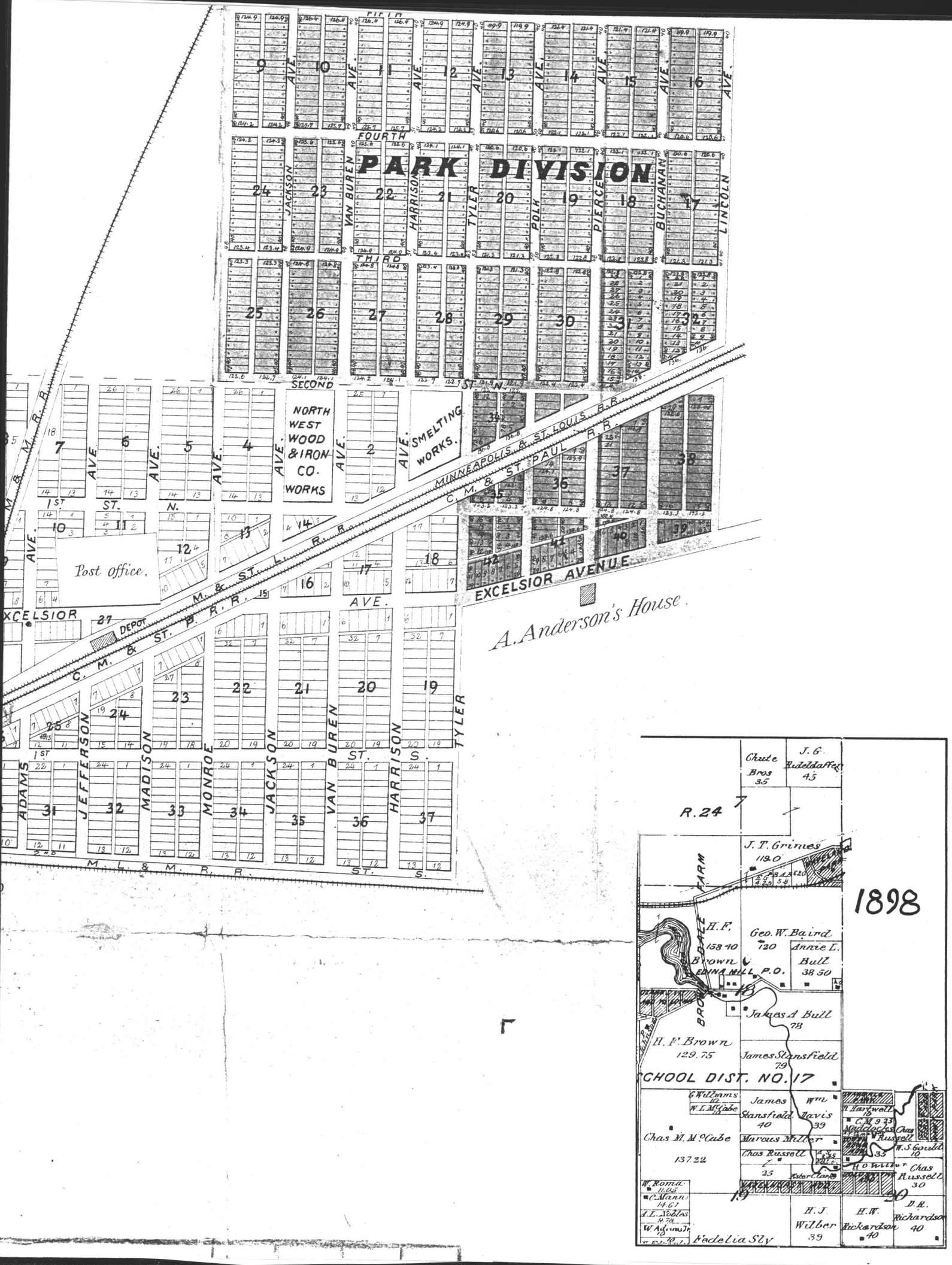
ca 1891-1893

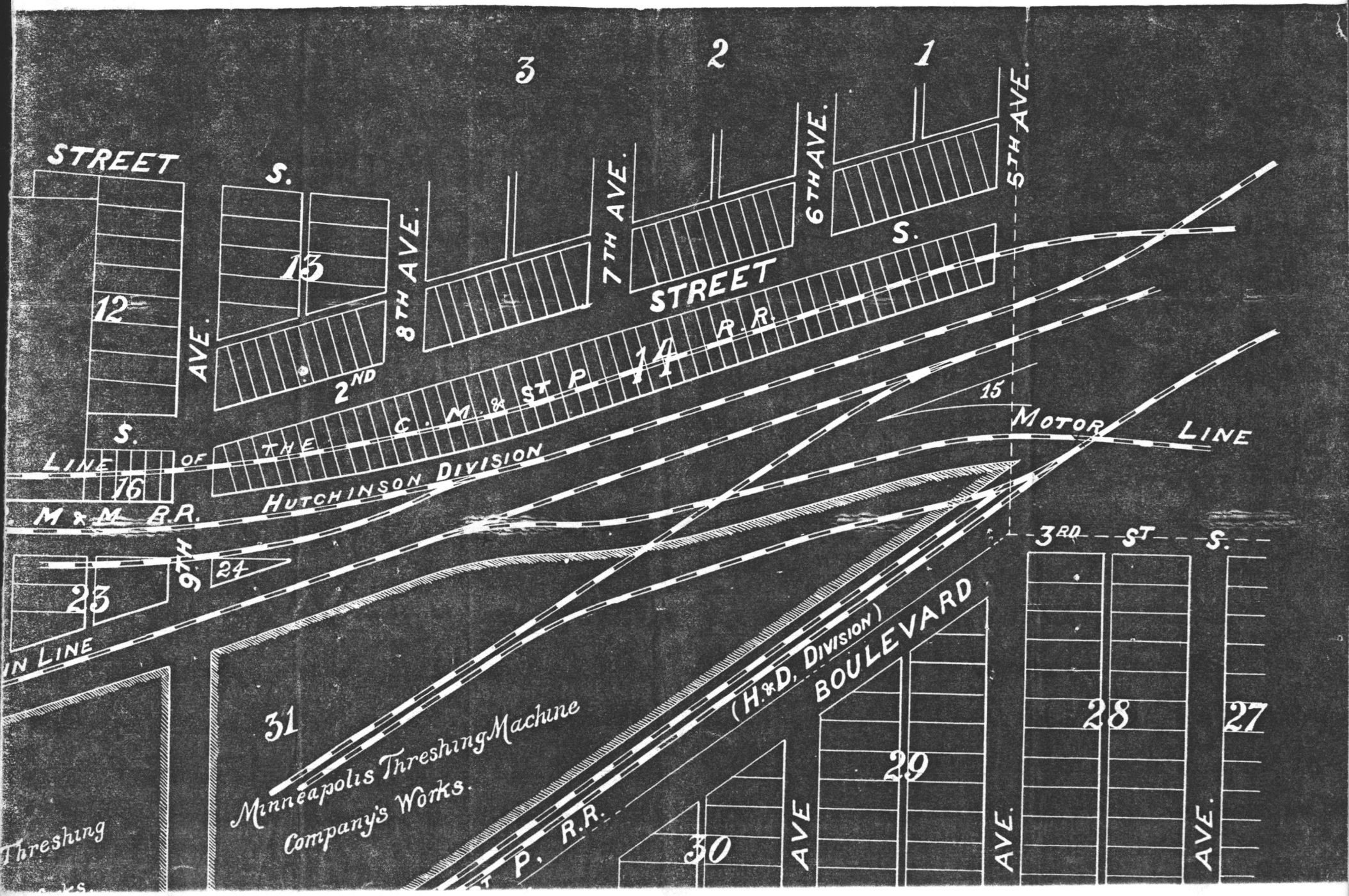
showing extent of CM&STP RR branch line to Deephaven in Deephaven



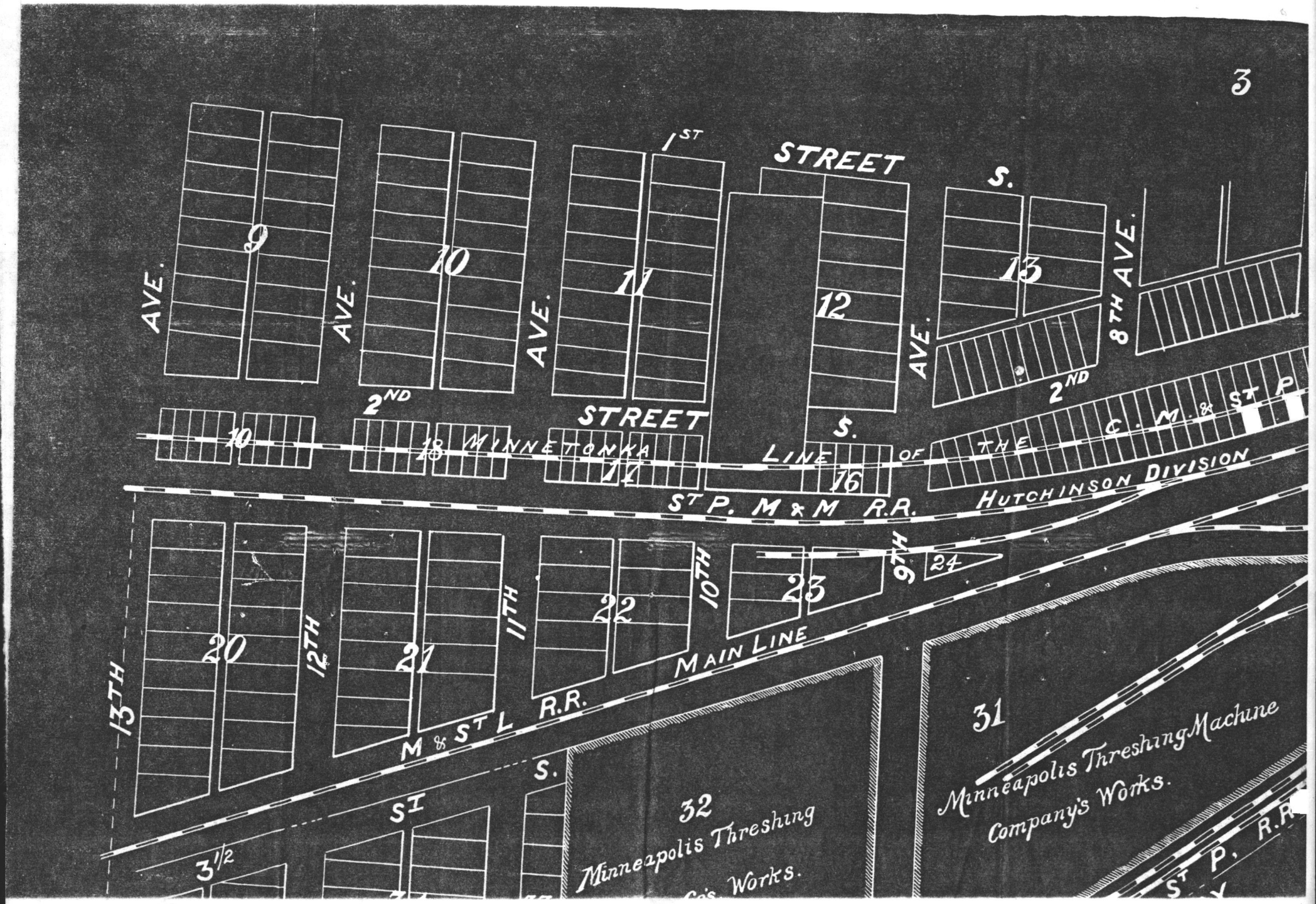
MINNETONKA
ARLINGTON HEIGHTS
PALESTINE
WEST MINNEAPOLIS
HOPKINS
Crane Lake
Hannan Lake
Minnehaha
ST. ALBANS STA.
CHICAGO
MINNEAPOLIS
GREAT NORTHERN
NORTHERN LINE
ST. PAUL
Dennis Daley
T. F. Andrews
Martin Doyle
Dennis McGenty
T. F. Rooney
R. M. Woodville
James Ryan
A. J. Larkin
C. E. Lamb
G. W. Lamb
Fred Glassing
Isaac Bernheimer
Michael Ryan
Wm Ryan
C. E. Lamb
David Lubey
Albion Dressel
Fred Keller Jr
Francis X. Crepeau
Dennis Holloran
Pat. Halloran
John Wetzel
L. F. Menage
Math Roehl
F. Dahlberg
Byron Towne
Jacob Mangelkoch
C. M. Tuttle
Ellen McGann
K. Daley
Mary Q. Doyle
William Dobson
S. A. Quale
Simon Moyes
W. C. Pickering
W. J. Byrnes
C. J. Bartelson
R. N. Jordan
John Christy
Erick Lind
W. H. Temple
Patk Hannan
Jas Hannan
Michael Hannan
James McGenty
Daniel McGenty
H. Lawrence
School No. 105
S. G. Noyes
David Corbett
Elizabeth Rolfe
J. R. Hofflin
Eugene Haley
H. W. Gallagher
John Harmon
Michael Carr
D. M. Gilmore
Mary M. Bruce
Edward E. Sands
Cemetery
Susan A. Brown
C. E. Brown
L. D. Brock
R. Ayloff
T. J. Riglin
W. S. Freat
S. H. & N. S. Smith
Eliza Murphy
W. A. Mitchell
W. A. Edwards
Mary Hummelsbach
Hanora Larkin
John Zahalka
Geo. Tipple
W. Houston
Christian Johnson
R. W. Barton
Brotherhood of Gethsemane
N. S. Smith
Anna Souba
Ignaz Souba
F. R. Allen
Amelia P. Burns
F. P. Clough
Jennie G. Hofflin
M. Ryder
Paul Miller
Henry Ogin
C. J. Alger
G. B. Shepherd
A. A. Harkins
D. E. Dow
C. L. Gault
John M. Baker
Helen Strobeck
B. B. Adayne
O. F. Sackison
Henry Souba
A. H. Nelson
M. Burns
Spicer & Murdock
August Anderson
W. White
Paul Miller
John Miller
Fred A. Rohlfing Est.
G. C. Phillips
A. S. Frear
E. E. Cook
W. K. Dexter
L. F. Menage
D. L. Bugbee
G. B. Shepherd
B. Cooper
E. Bren
Cyrus Northrup
Pressey & Wheeler
H. S. Garfield
School No. 19
John M. Chastek
Frank Kinsel
Frank Picha
Alois Zrusk
F. Zahalka
John Kokesh
L. W. Kokesh
Isaac Bernheimer
G. A. Austin
Wm Wilson
J. R. Jackson
C. H. Woodland
Henry W. Dominick
Frank Bren
J. R. Empenger
J. R. Hofflin
John E. Empenger
Hennepin Co. Poor Farm
H. A. C. Thompson
John Kokesh
John Miller
Joseph Kinsel
Joseph Svec
Nellie M. McGrath
John Picha
Frank Dworak
Frank Kwetensky
Susan A. Brown
Wm Dunton
J. Makowsky Jr
J. Popelka
School
Frank Kinsel
A. Makowsky
J. Makowsky Jr
E. C. Cooke
J. Smetance
John Feltel
L. F. Menage
J. B. Dodge
John Copley
I. Weild
Isaac Weild
Swan Westburg
Frank Picha
G. A. Austin
Frank Seranek
J. Stadsold
Jos. Schmeidel
I. Bernheimer
J. Petrak
W. P. Dostal
J. Makowsky
John Dworak
Chas. Nemec
Wm McCaque
Jos. L. Miller
Joseph Bren
John Felte
W. Dworak
Cath Church
Cemetery
Vanderoon & Holmes
F. & J. Smetance
Joseph Makowsky
F. J. Bren
J. F. Pavelka
Thomas Kyte
John Kyte
E. Curtis
J. F. Kuchera
John M. Chastek

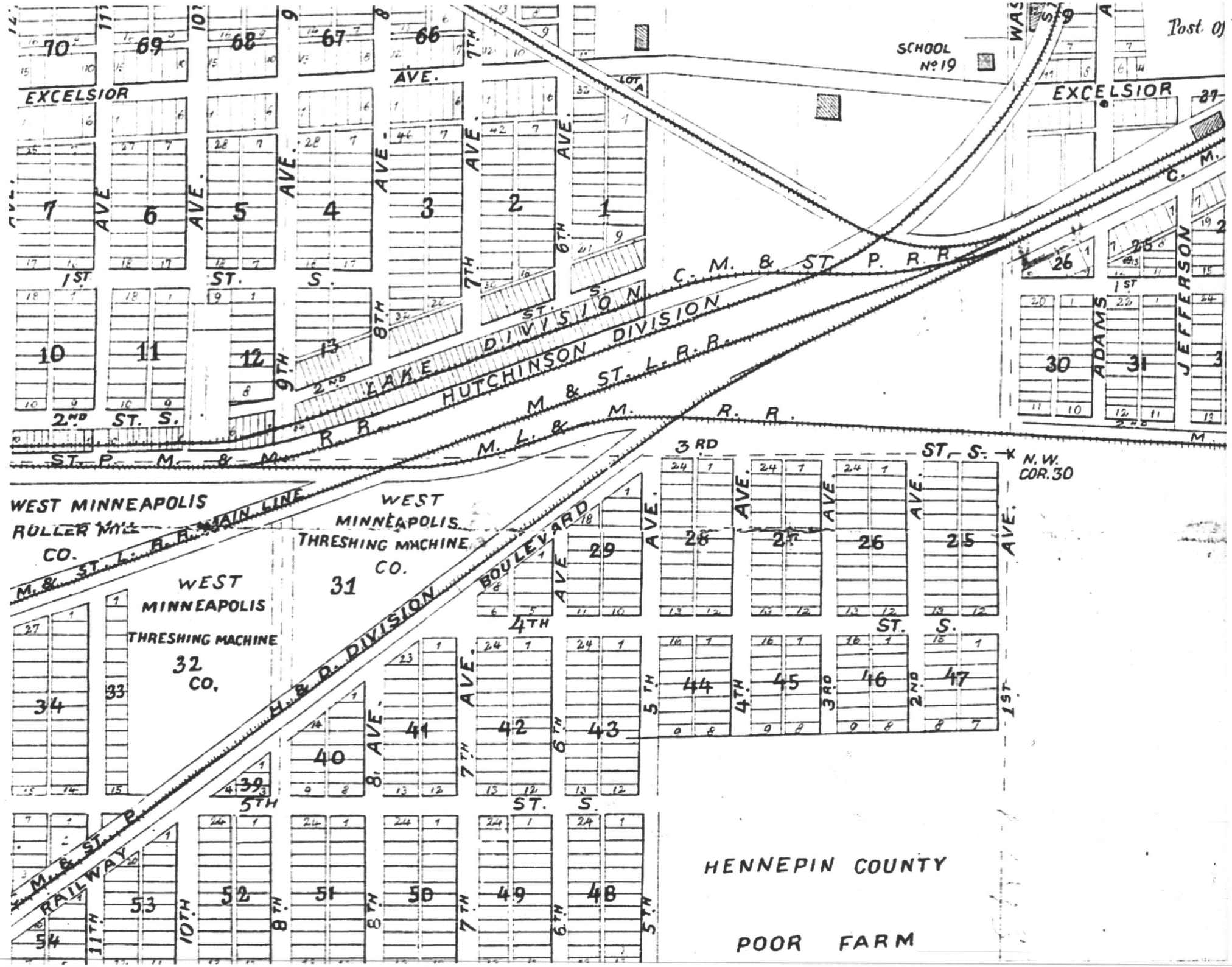

MINNETONKA AVE.
MILLS AVE.
WASHINGTON AVE.
4TH ST. N.
3RD ST. N.
2ND ST. N.
1ST ST. N.
EXCELSIOR AVE.
1ST ST. S.
2ND ST. S.
3RD ST. S.
4TH ST. S.
5TH ST. S.
6TH ST. S.
SEC. 24
Burnes House
SCHOOL No. 19
DEPOT
M. & ST. L. R.R. PACIFIC DIVISION
C. M. & ST. P. R. R.
LAKE DIVISION
HUTCHINSON DIVISION
M. & ST. L. R. R.
M. L. & M. R. R.
ST. P. M. & M. R. R.
WEST MINNEAPOLIS ROLLER MILL CO.
M. & ST. L. R. R. MAIN LINE
WEST MINNEAPOLIS THRESHING MACHINE CO.
WEST MINNEAPOLIS THRESHING MACHINE CO.
BOULEVARD
H. B. & D. DIVISION
C. M. & ST. P. RAILWAY
HENNEPIN COUNTY POOR FARM
N.W. COR. 30

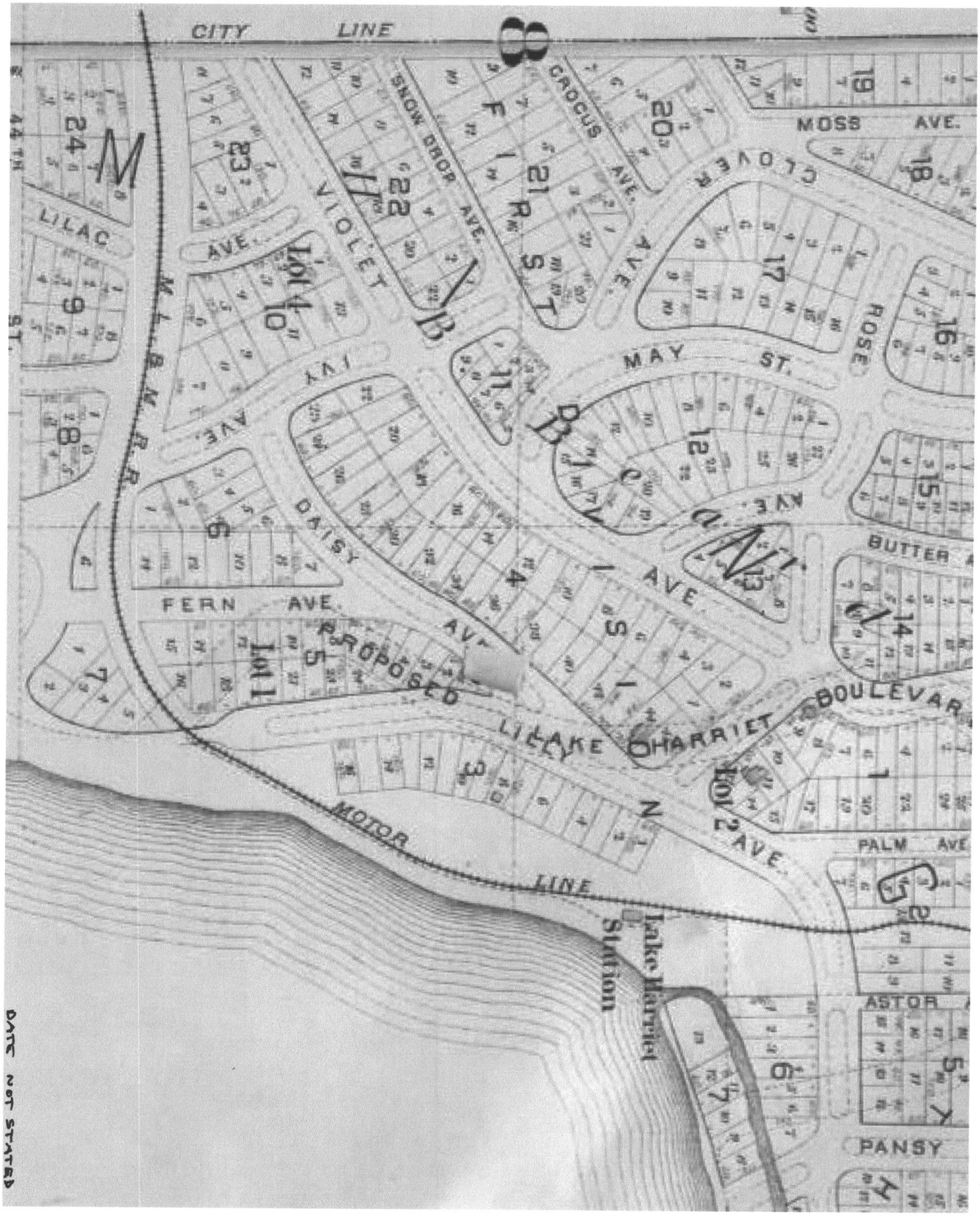

PARK DIVISION
FIFTH
FOURTH
THIRD
SECOND
JACKSON
VAN BUREN
HARRISON
TYLER
POLK
PIERCE
BUCHANAN
LINCOLN
AVE.
NORTH WEST WOOD & IRON CO. WORKS
SMELTING WORKS.
MINNEAPOLIS & ST. LOUIS R.R.
C. M. & ST. PAUL R.R.
M. & ST. L. R.R.
C. M. & ST. P. R.R.
EXCELSIOR AVENUE
Post office.
DEPOT
EXCELSIOR
A. Anderson's House.
ADAMS
JEFFERSON
MADISON
MONROE
JACKSON
VAN BUREN
HARRISON
TYLER
M. L. & M. R. R.
ST. S.
1898
Chute Bros 35
J. G. Rideldaffer 45
R. 24
J. T. Grimes 119.0
H. F. Brown 158.40
Geo. W. Baird 120
Annie L. Bull 38.50
EDINA MILL P.O.
James A Bull 78
H. F. Brown 129.75
James Stansfield 79
SCHOOL DIST. NO. 17
James Stansfield 40
Wm Davis 39
Chas M. McCabe 137.22
Marcus Miller
Chas Russell 35
Chas Russell 30
H. J. Wilber 39
H. W. Rickardson 40
D. R. Richardson 40
Fedelia Sly



STREET
S.
3
2
1
5TH AVE.
6TH AVE.
7TH AVE.
8TH AVE.
13
12
AVE.
2ND
STREET
S.
14
R.R.
C. M. & ST P.
15
MOTOR LINE
LINE OF THE
HUTCHINSON DIVISION
16
M & M R.R.
9TH
24
23
IN LINE
3RD ST S.
(H.&D. DIVISION)
BOULEVARD
31
Minneapolis Threshing Machine
Company's Works.
28
27
29
30
AVE
AVE.
AVE.
P. R.R.
Threshing

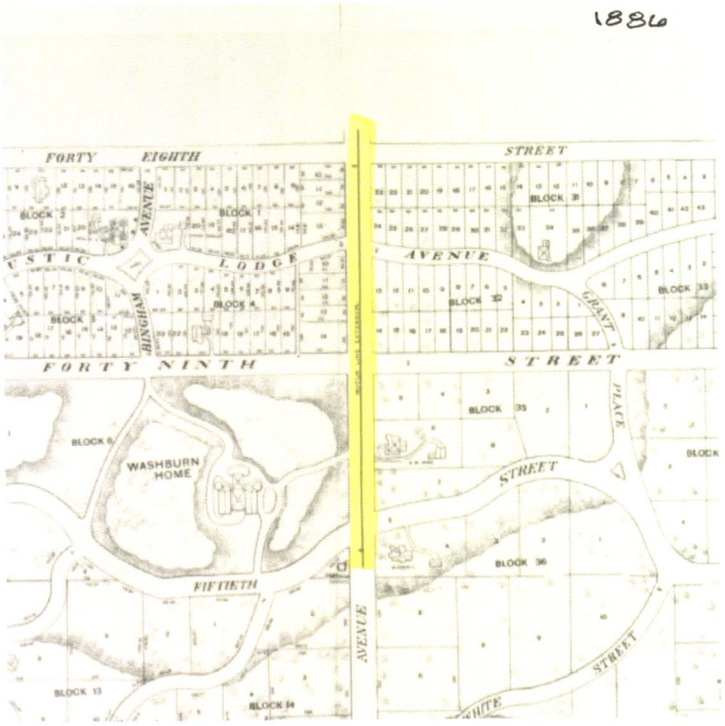

3
1ST STREET S.
AVE.
9
AVE.
10
AVE.
11
12
AVE.
13
8TH AVE.
2ND
2ND STREET S.
10
18
MINNETONKA
17
LINE OF THE C. M. & ST P.
16
ST P. M & M R.R. HUTCHINSON DIVISION
9TH
24
23
10TH
22
11TH
21
12TH
20
13TH
MAIN LINE
M & ST L R.R.
S.
ST
3 1/2
32
Minneapolis Threshing
Co's Works.
31
Minneapolis Threshing Machine
Company's Works.
ST P. R.R.

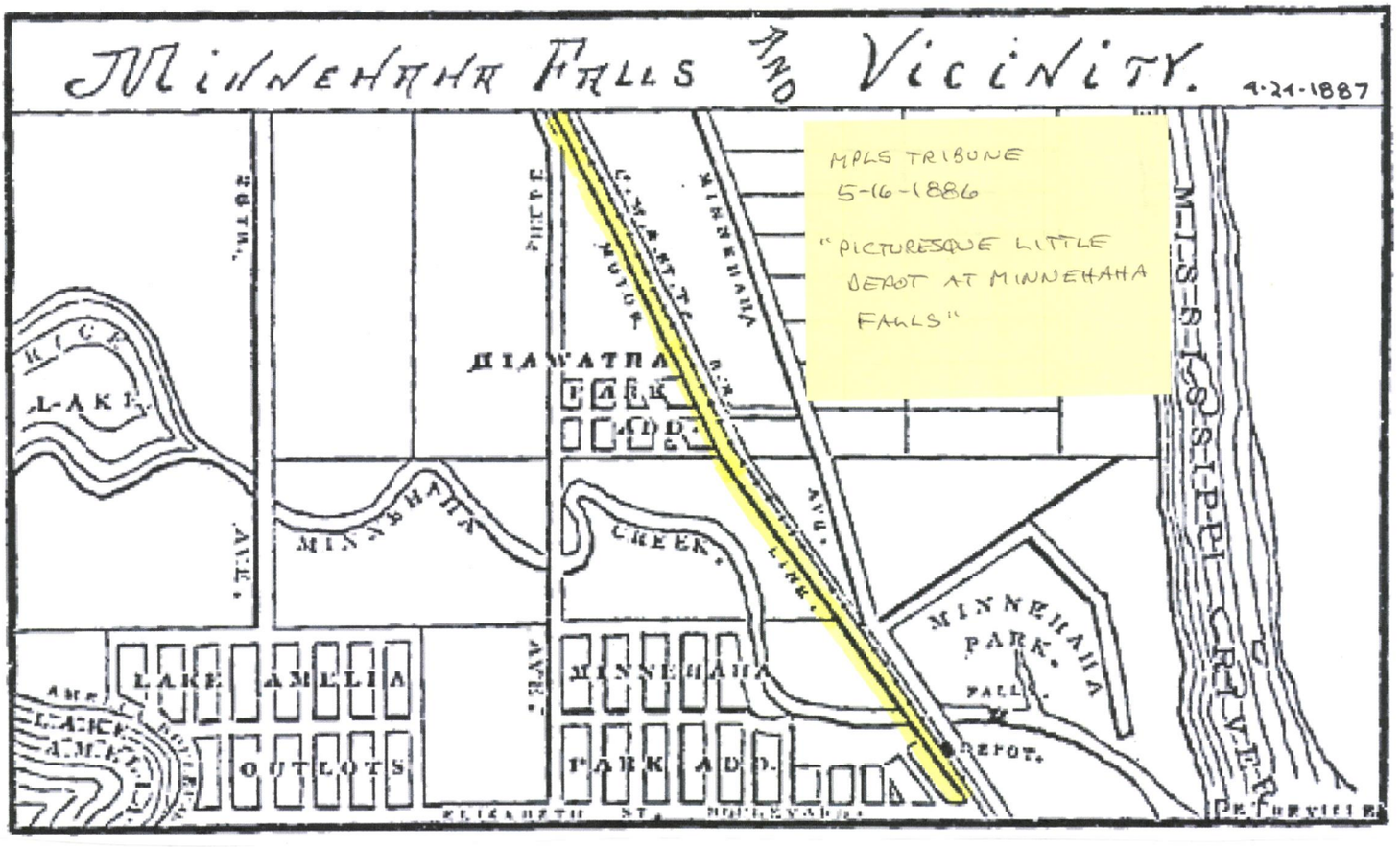

SCHOOL No 19
EXCELSIOR
EXCELSIOR
AVE.
1ST ST. S.
2ND ST. S.
3RD ST. S.
4TH ST. S.
5TH ST. S.
LAKE DIVISION C. M. & ST. P. R. R.
HUTCHINSON DIVISION
M & ST. L. R. R.
ST. P. M. & M. R. R.
M. L. & M. R. R.
C. M.
JEFFERSON
ADAMS
N. W. COR. 30
WEST MINNEAPOLIS ROLLER MILL CO.
M. & ST. L. R. R. MAIN LINE
WEST MINNEAPOLIS THRESHING MACHINE CO.
WEST MINNEAPOLIS THRESHING MACHINE CO.
BOULEVARD
H. & D. DIVISION
ST. P. M. & M. RAILWAY
HENNEPIN COUNTY
POOR FARM

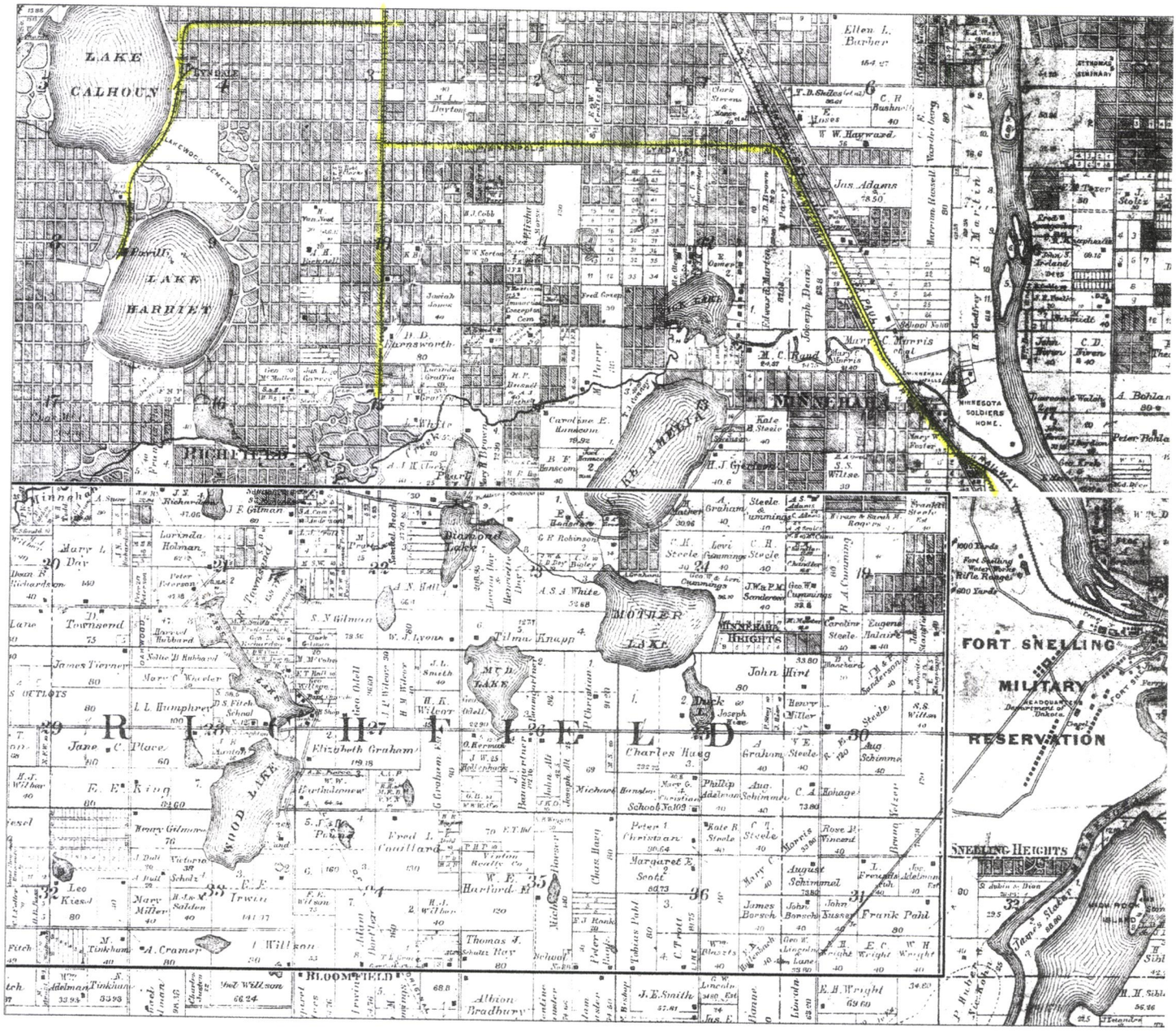


DATE NOT STATED

1886

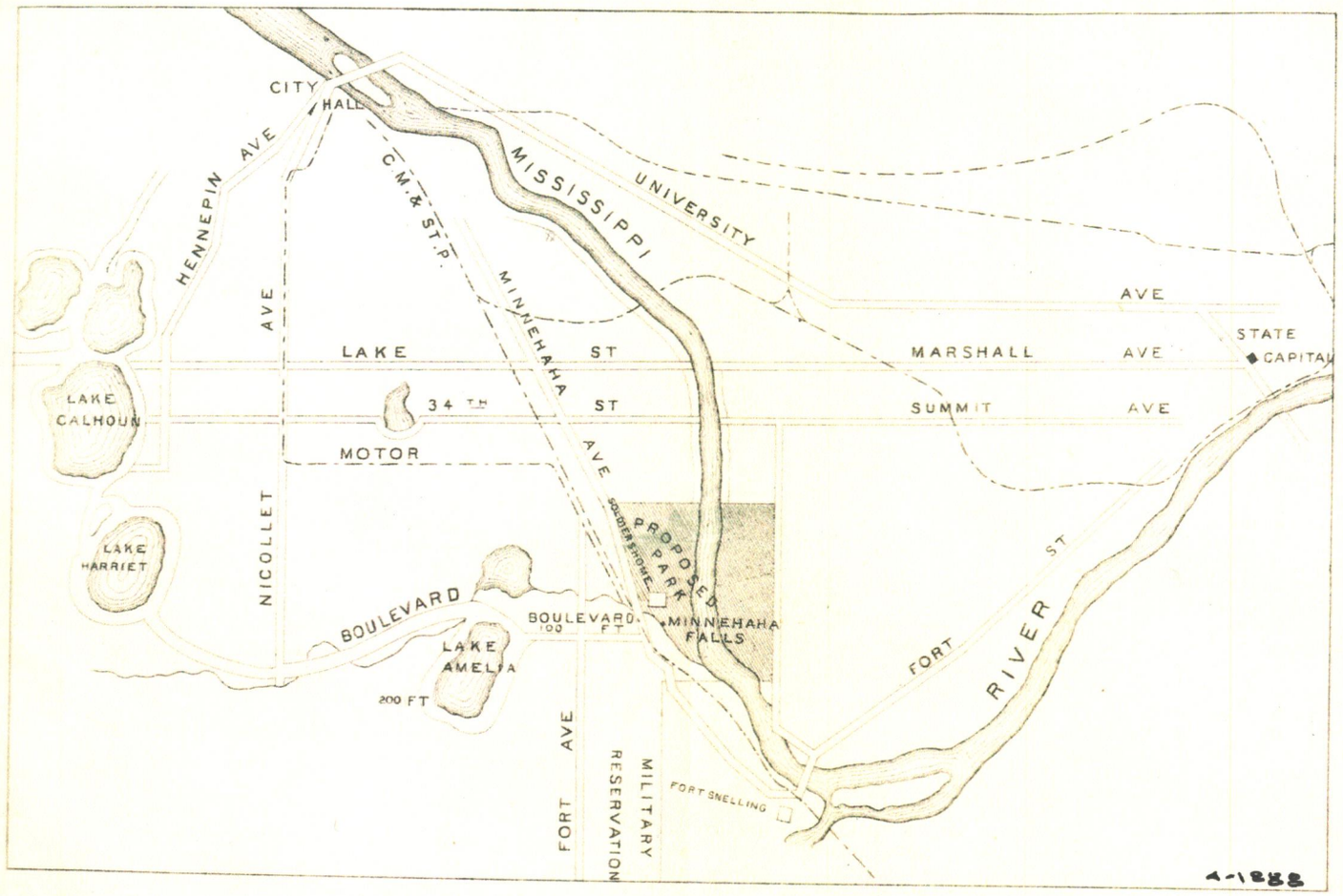

FORTY EIGHTH STREET
AVENUE
LODGE
AVENUE
BLOCK 1
BLOCK 2
BLOCK 3
BLOCK 4
BLOCK 31
BLOCK 32
BLOCK 33
GRANT
FORTY NINTH STREET
BLOCK 35
PLACE
BLOCK 6
WASHBURN HOME
STREET
BLOCK 36
FIFTIETH
AVENUE
STREET
BLOCK 13
BLOCK 14

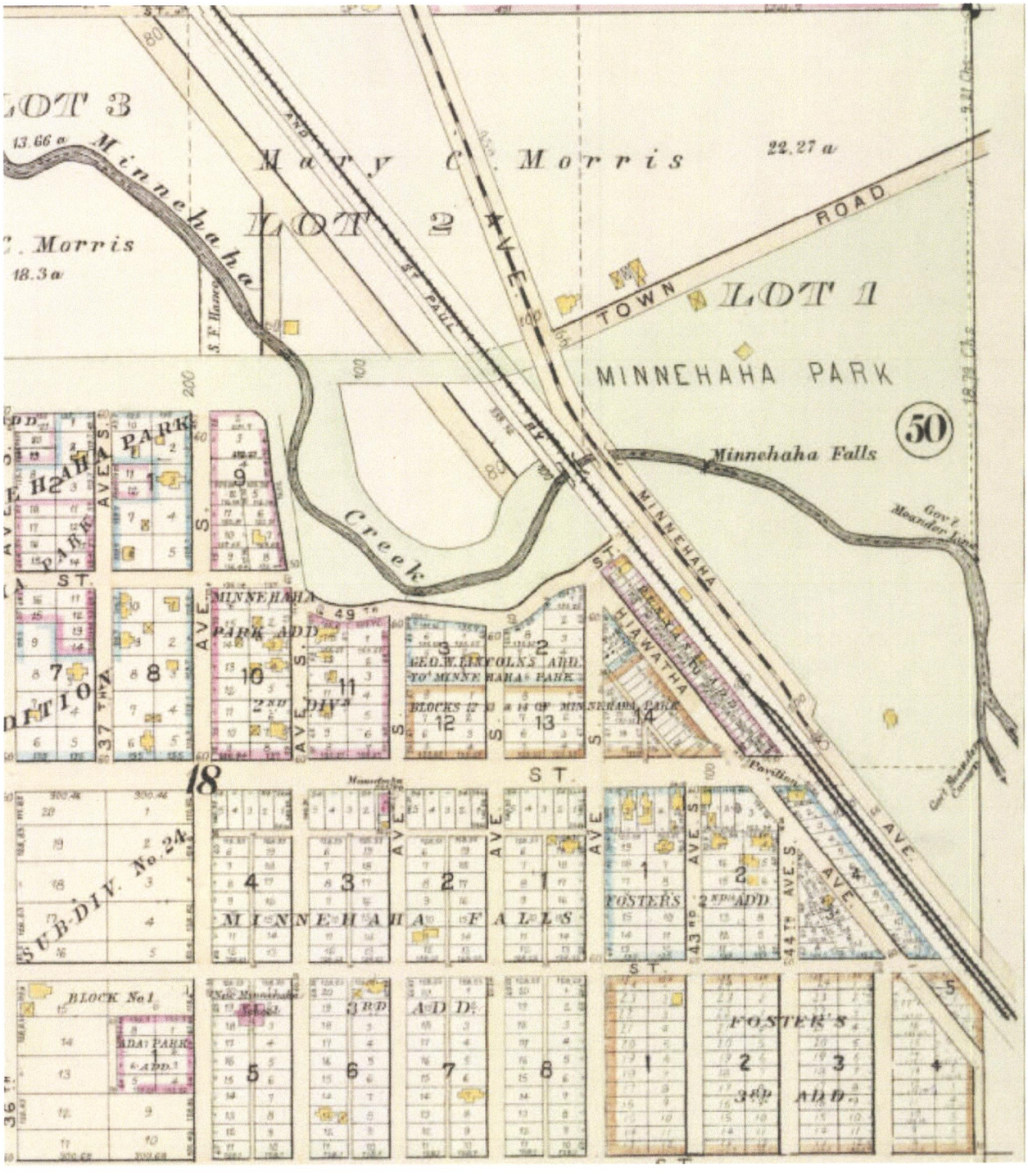

MINNEHAHA FALLS AND VICINITY.
4-21-1887
MPLS TRIBUNE
5-16-1886
"PICTURESQUE LITTLE DEPOT AT MINNEHAHA FALLS"
MINNEHAHA
MOTOR
LINE
AVE.
HIAWATHA PARK ADD.
RICE LAKE
MINNEHAHA CREEK
MINNEHAHA PARK
FALLS
DEPOT
LAKE AMELIA
OUTLOTS
MINNEHAHA PARK ADD.
MISSISSIPPI RIVER
ELIZABETH ST. BOULEVARD



MRR&WC REPORT
YE 6-30-1886

1.00 MILE OF TRACK BUILT
MINNEHAHA FALLS TO FORT
SNELLING RESERVE

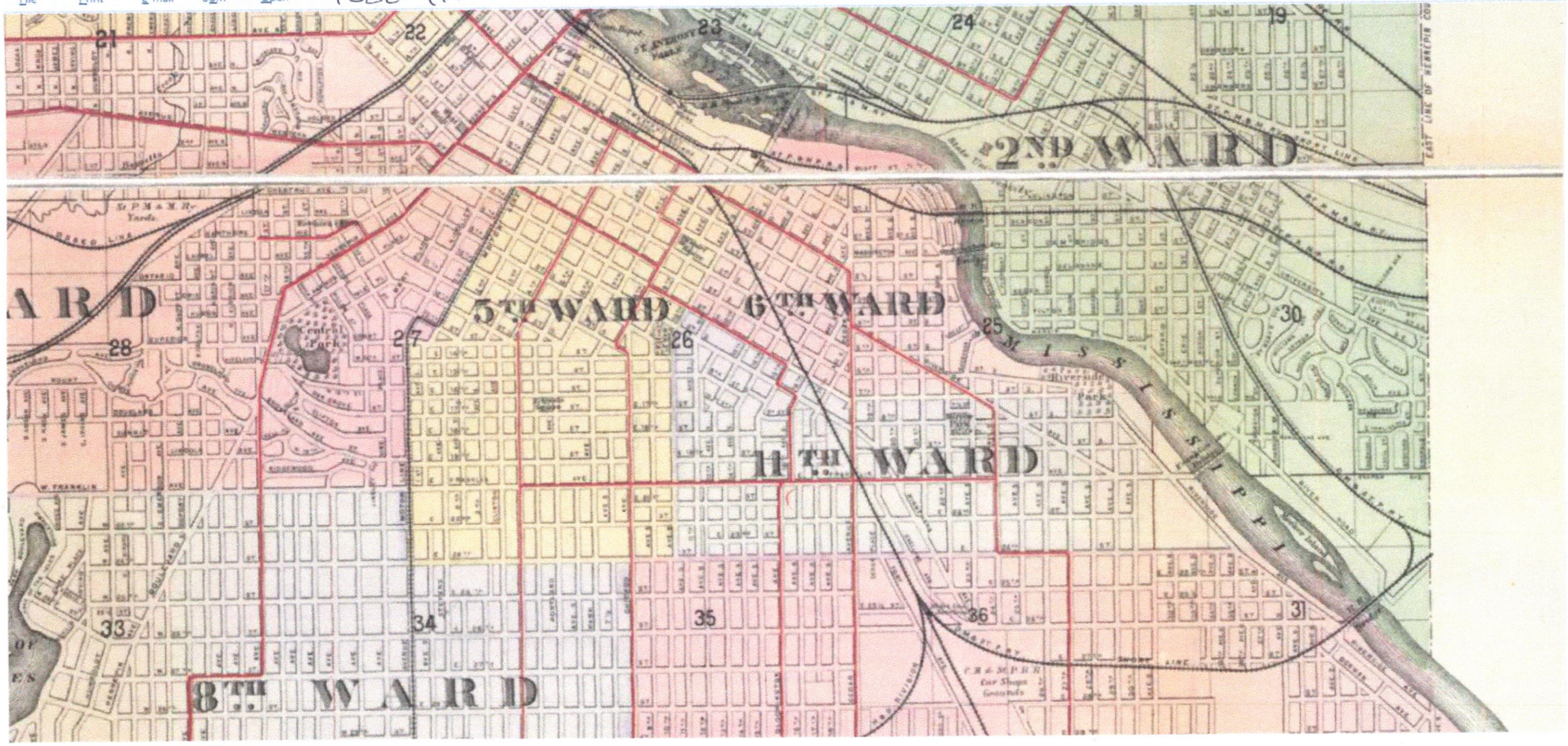

CITY HALL
HENNEPIN AVE
C.M.& ST.P.
MISSISSIPPI
UNIVERSITY
AVE
LAKE ST
MARSHALL AVE
STATE CAPITAL
LAKE CALHOUN
34 TH ST
SUMMIT AVE
MOTOR
NICOLLET AVE
MINNEHAHA AVE
SOLDIER'S HOME
PROPOSED PARK
LAKE HARRIET
BOULEVARD
BOULEVARD 100 FT
MINNEHAHA FALLS
LAKE AMELIA
200 FT
FORT SNELLING
FORT RIVER ST
FORT AVE
MILITARY RESERVATION
A-1858


LOT 3
13.66 a
Minnehaha
Mary C. Morris
22.27 a
LOT 2
C. Morris
18.3 a
TOWN ROAD
LOT 1
MINNEHAHA PARK
50
Minnehaha Falls
Creek
MINNEHAHA
HIAWATHA
MINNEHAHA PARK ADD
GEO. W. LINCOLNS ADD. TO MINNEHAHA PARK
2ND DIV.
18
ST.
SUB-DIV. No. 24
MINNEHAHA FALLS
FOSTERS 2ND ADD
BLOCK No 1
3RD ADD
FOSTER'S 3RD ADD
Pavilion
Gov't Meander Line

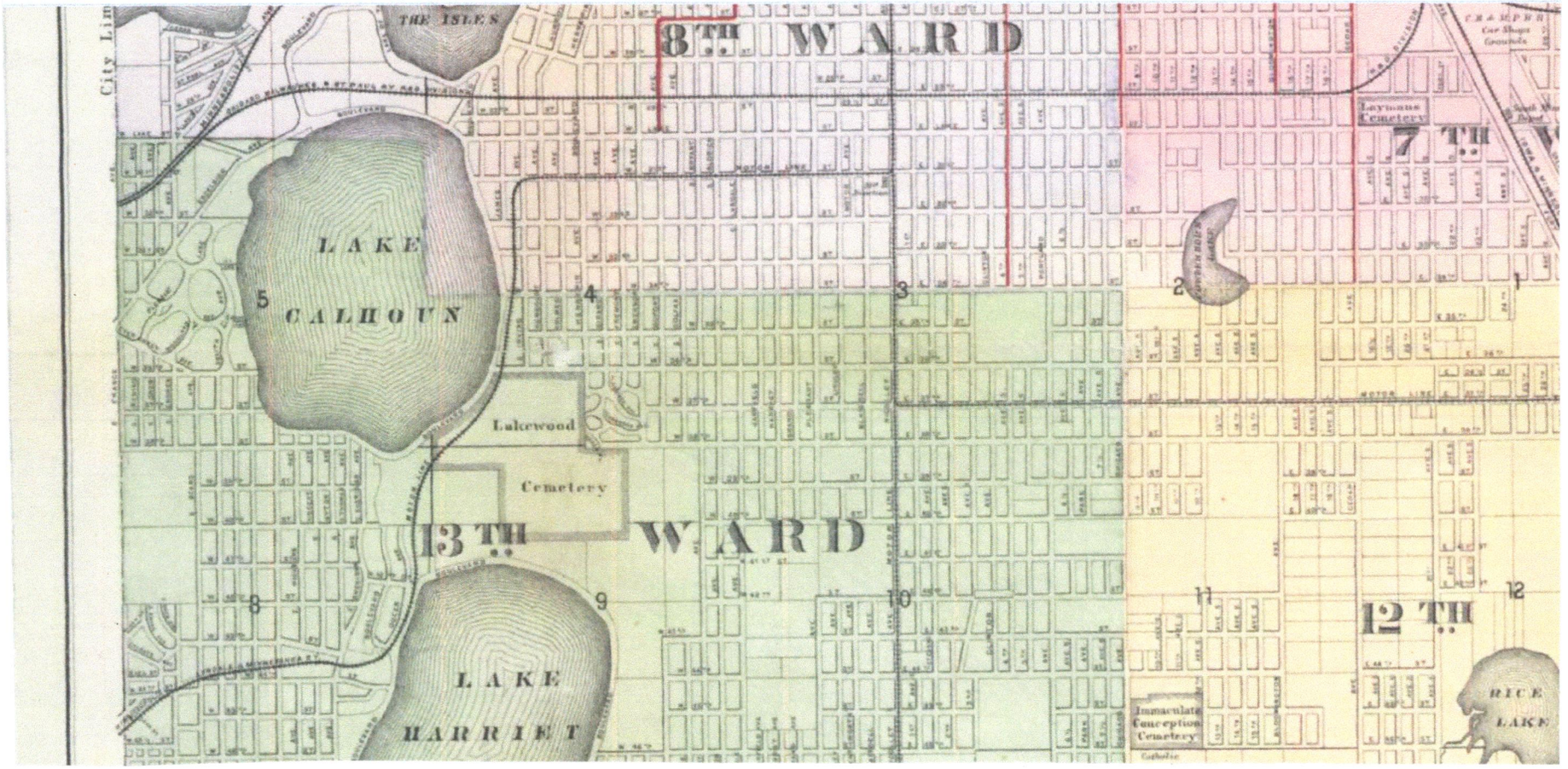
1898

AVERY® C
PV119ED

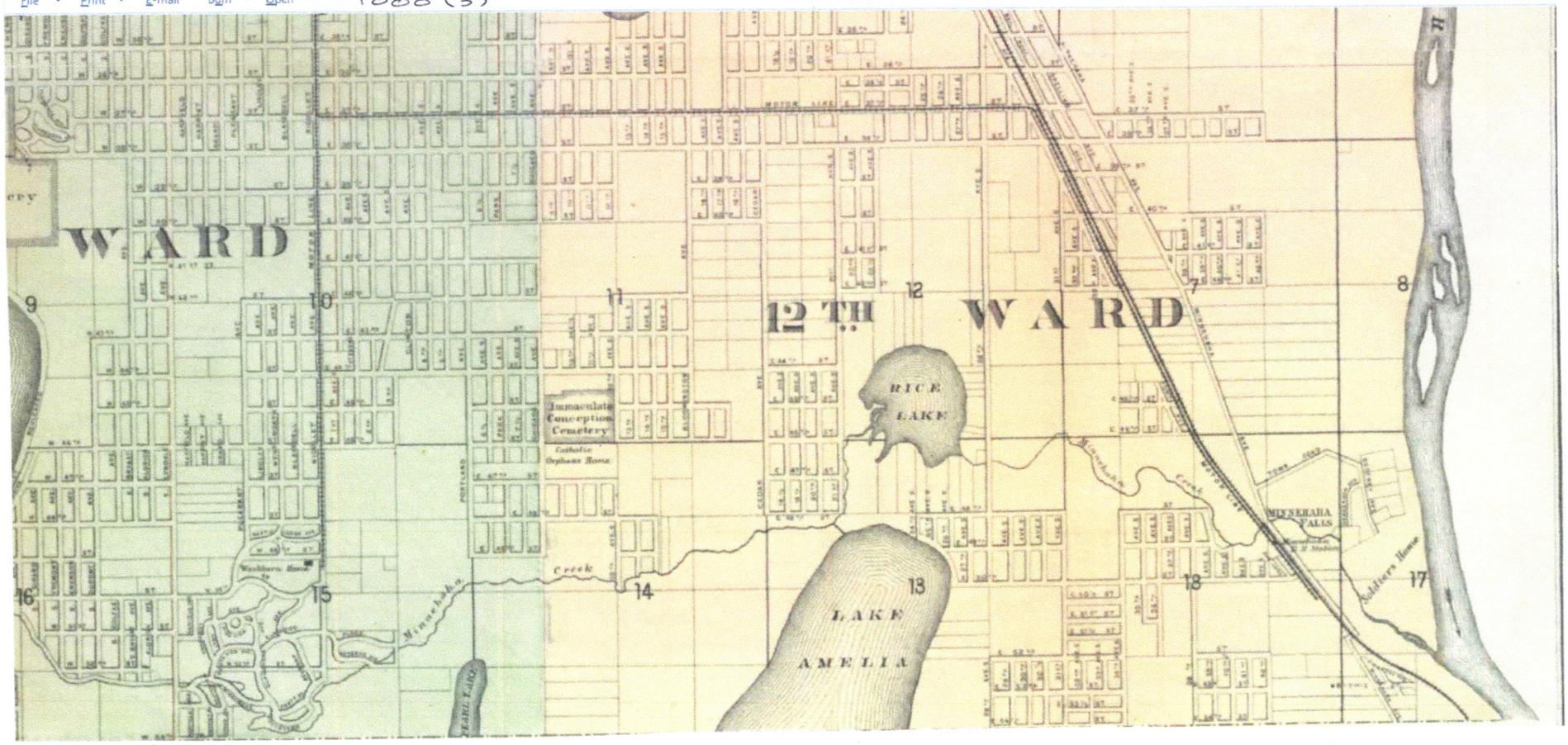
File Print E-mail Burn Open 1888 (1)

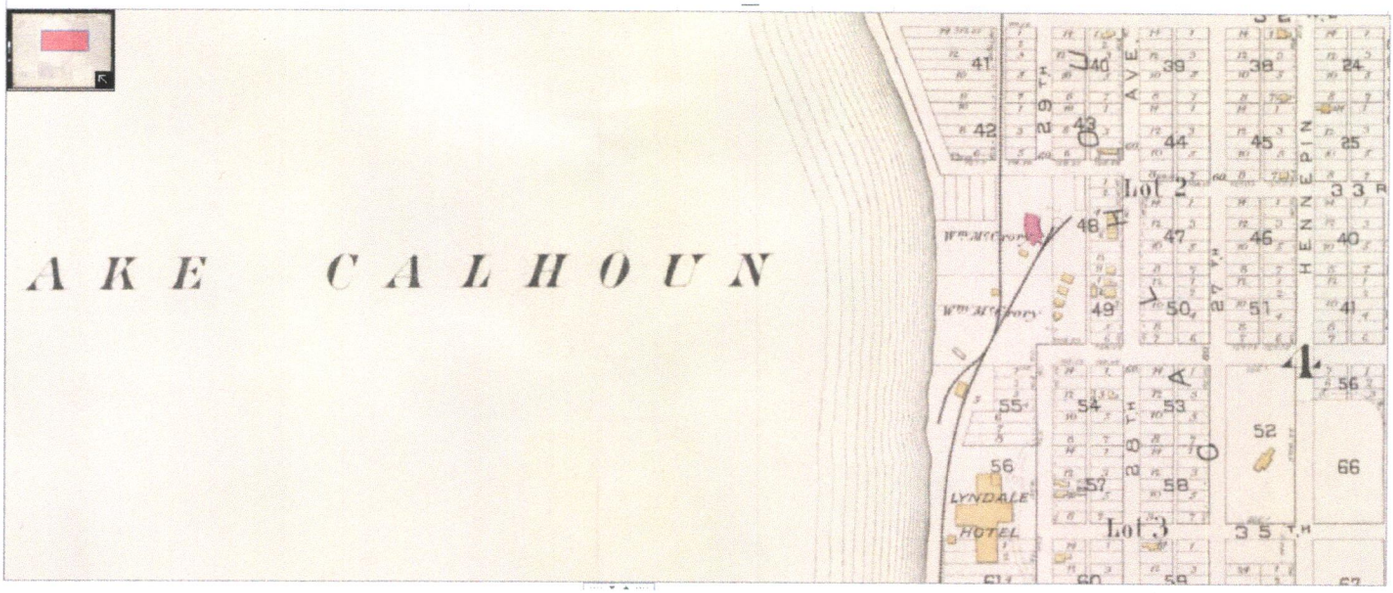


Print E-mail Burn Open 1888 (2)



File Print E-mail Burn Open 1888 (3)



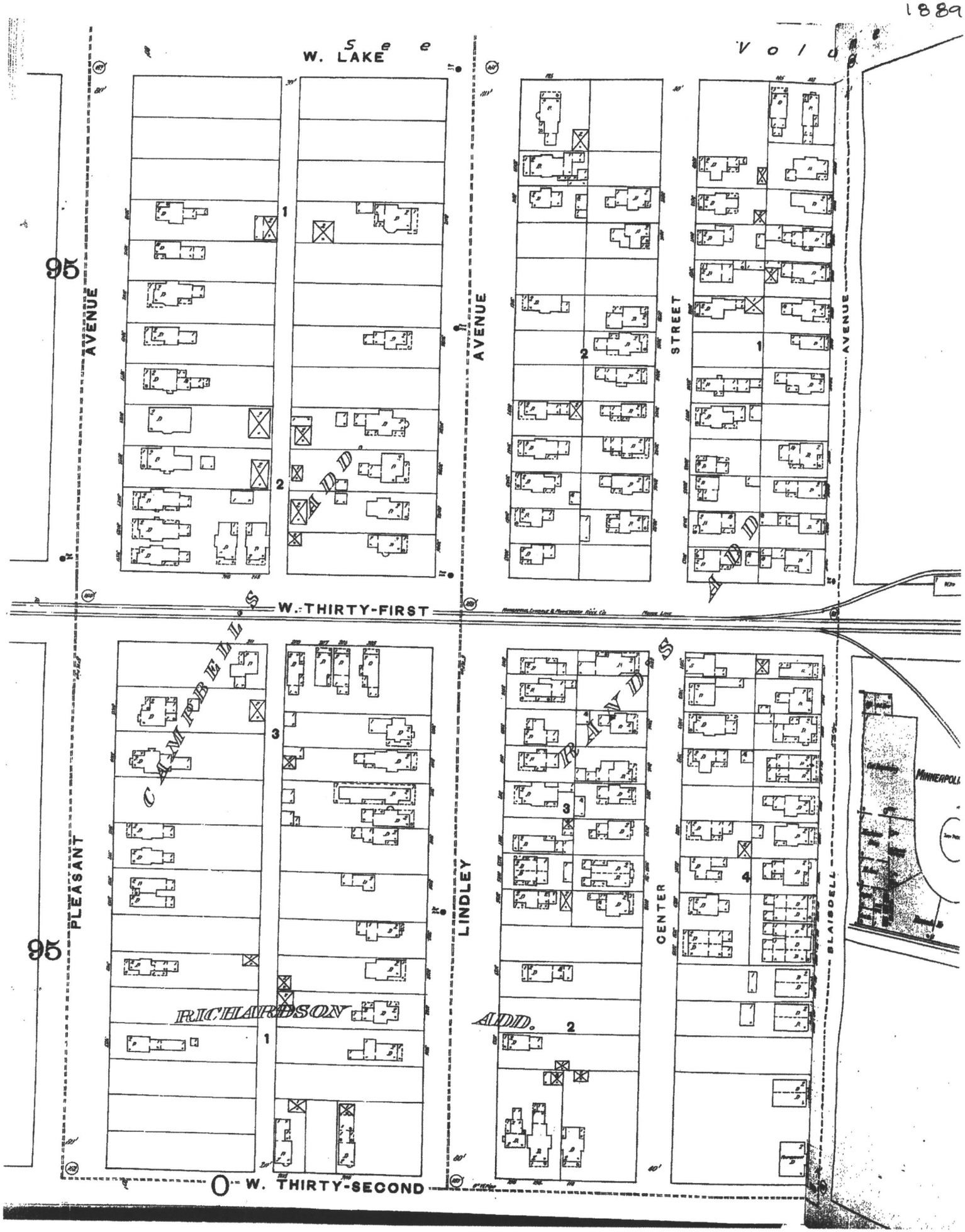


Thirty-first Street has always been wider than most streets of our city because the steam engine line came from Nicollet Avenue by way of Thirty-first Street on its journey towards the lake and Thirty-fourth Street on the east side of Lake Calhoun. Here in the area between Irving and James avenues and Thirty-third and Thirty-fourth streets, stood the depot with waiting room and ticket office, where boats were rented and passengers boarded the railroad company's good-sized steamboat, the Hattie, for a trip around Lake Calhoun. Later on this

The ticket office and waiting station at Thirty-fourth Street, which had been abandoned for several years, burned down in 1893. One remnant of those pioneer days that still remains in that locality is the long rambling edifice facing east on Humboldt Avenue at Thirty-third Street (numbered 3310 to 3320), now used as a compound dwelling, but in the old days was a hotel for the steamline trainmen. While this is an historic landmark, in its present condition it is rather a tarnished one in an otherwise attractive neighborhood.

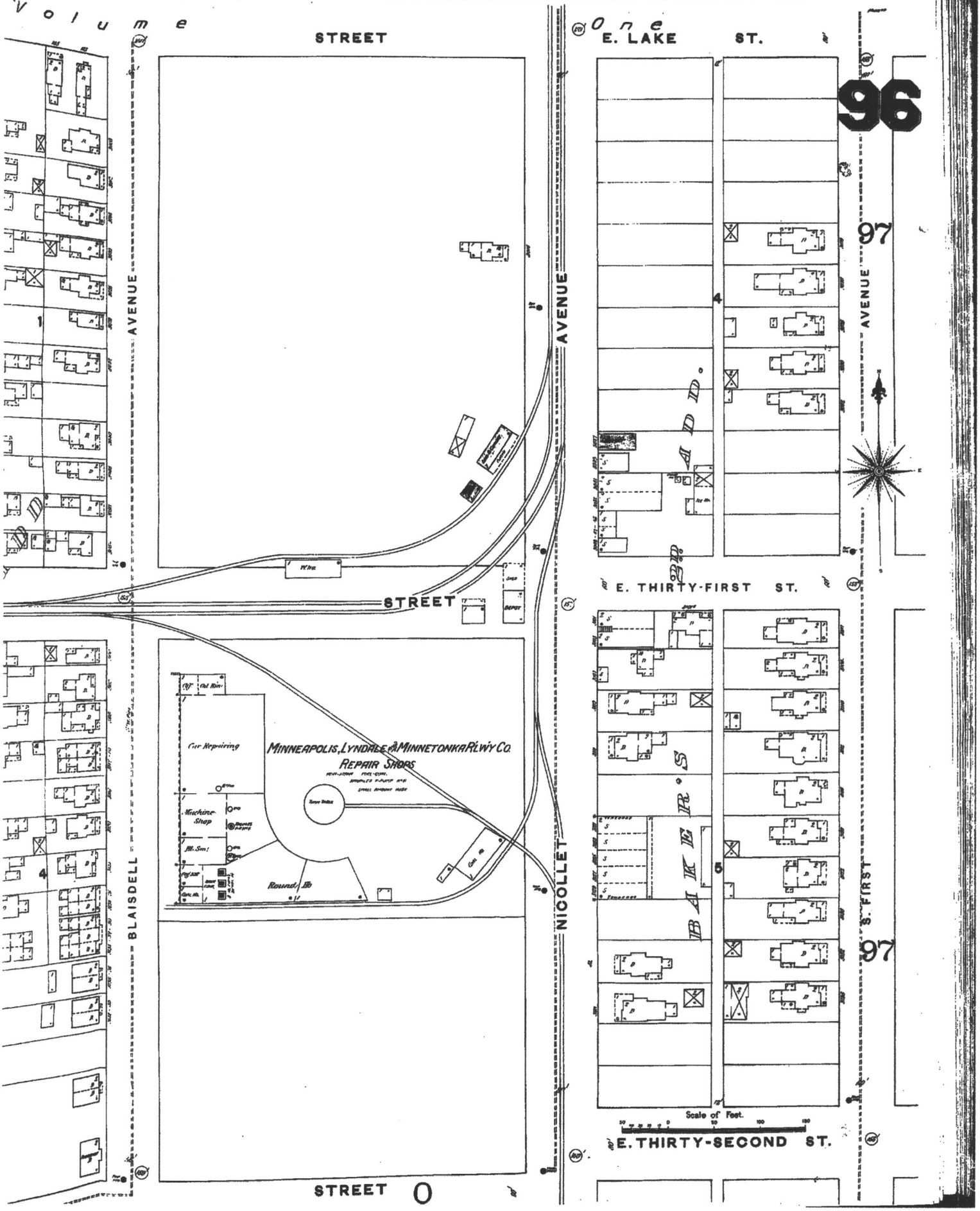
"STREETCAR EMPLOYEES HOTEL" 1932

1889



AVERY® PV119ED

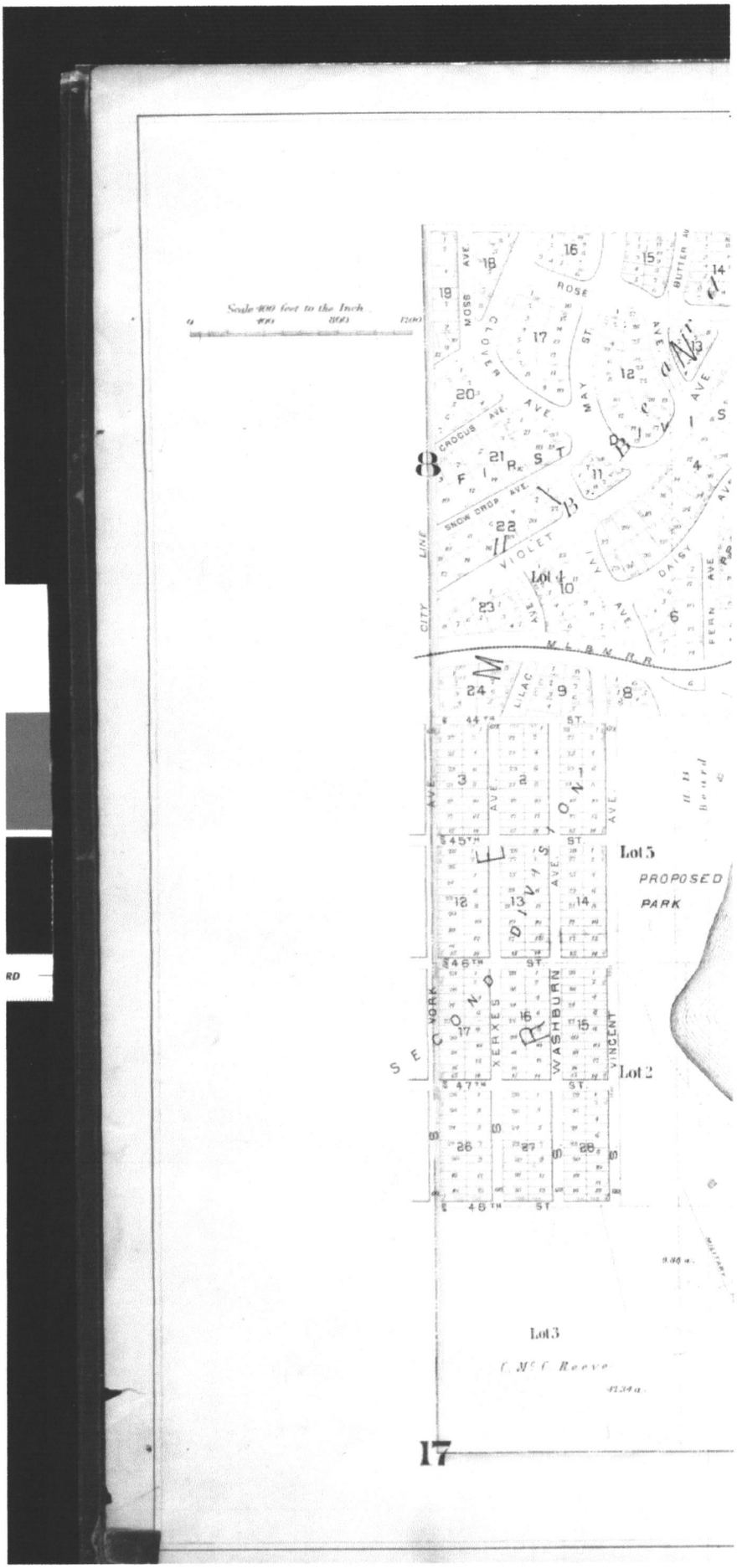
1889



Volume One
STREET
E. LAKE ST.
96
97
AVENUE
AVENUE
AVENUE
STREET
E. THIRTY-FIRST ST.
BLAISDELL
NICOLLET
S. FIRST
97
Car Repairing
MINNEAPOLIS, LYNDALE & MINNETONKA R'L'WY CO.
REPAIR SHOPS
Machine Shop
Round Ho
BAKER'S
Scale of Feet.
E. THIRTY-SECOND ST.
STREET

1885
maps

14 Pages

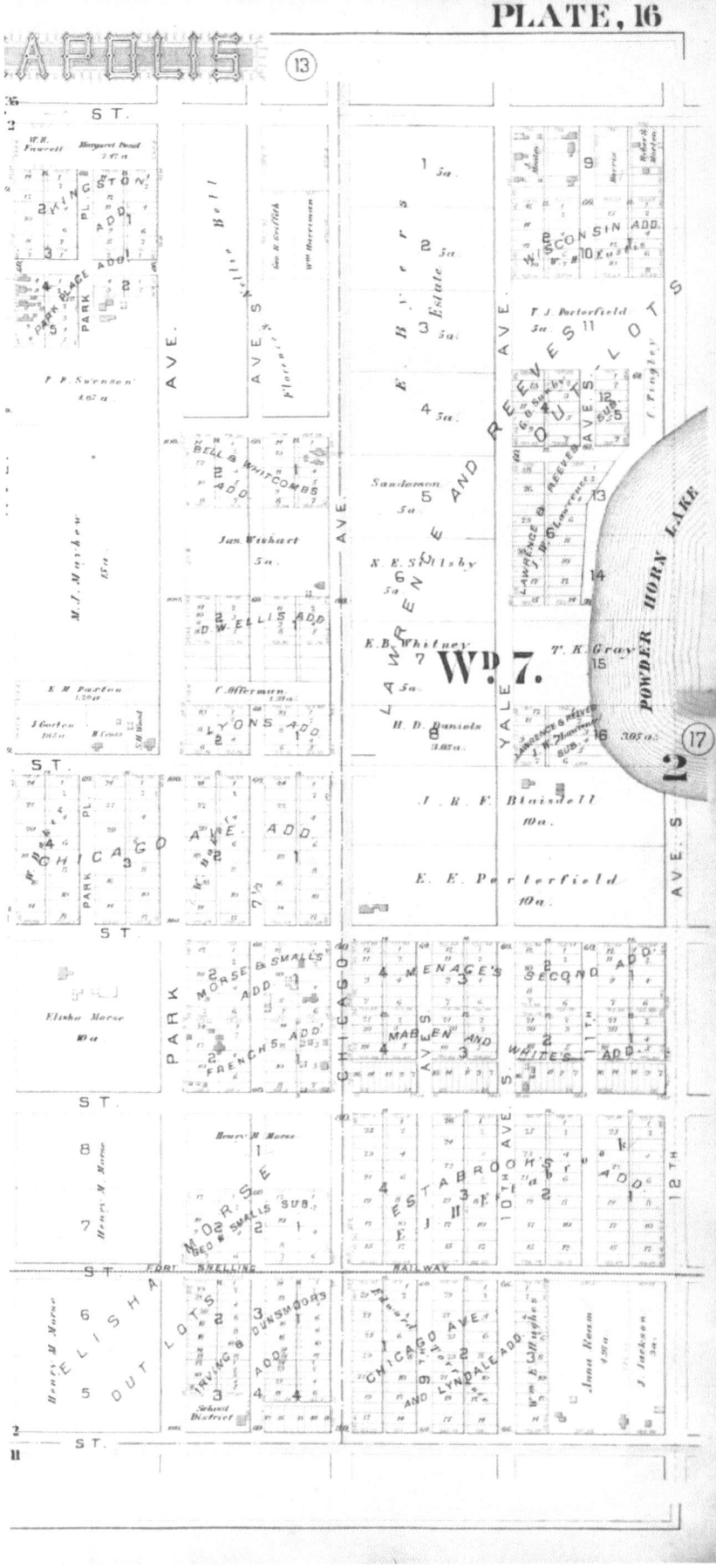


33
Wd. 8.
LAKE HARR
Lake Harriet Station
PROPOSED PARK
PROPOSED LAKE HARRIET BOULEVARD
PROPOSED LAKE H
Lot 1
Lot 2
Lot 3
Lot 4
Lot 5
P. Sutherland
CITY LINE
WASHBURN
VINCENT
MOTOR LINE
PROPOSED LILAC HARRIET BOULEVARD
ROSE
MAY ST
DAISY
FERN AVE
PANSY AVE
ASTOR AVE
KNOX AVE
M L & M R R

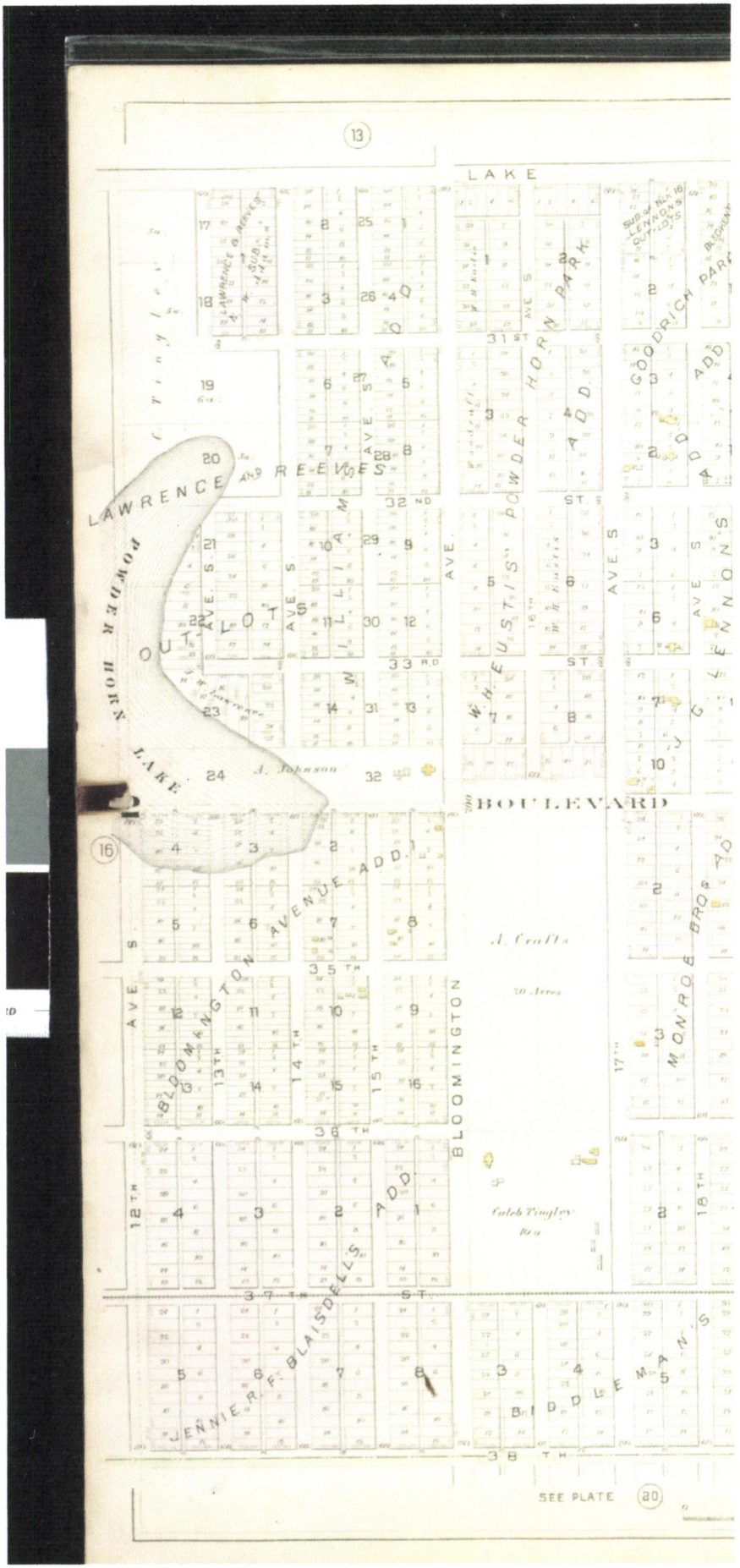
MINNEAPOL
LAKE
Lot 1
Lot 2
Lot 3
Lot 4
LHOUN
Wd 8.
LYNDALE HOTEL
Lakewood Cemetery
LAKEWOOD
CEMETERY
PEONY AVE
SPEEDWELL AVE
PANCY AVE
IRIS AVE
REMINGTON PARK
3 RD DIV
Lot 1
Lot 2
Lot 3
REMINGT

15
LAKE
RANDS ADD
Carpenter
31 ST
HOBART'S ADD
AVE
SECOND ADD
Nancy C. Axtel
32 ND
BROOM & SUFFLES ADD
LINDLEY
(WILLIAMS)
BLAISDELL
33 RD
Pierson & Overmire
J. W. Perry
MOTOR RR
BAKERS
WOLVE
3
NICOLLET AVE ADD
Wd. 8.
PARK
35 TH
NICOLLET
Catharine Shortell
STEVENS
HAWKINS ADD
J. W. Lane
2 ND
3 RD
36 TH
PARK ADDITION
FIRST
REAR
DUNSMORES
MITCHELL, WHITE & VOGT ADD
37 TH
MINNEAPOLIS
HIGMAN RIDGWAY & CO ADD
CRANNELLS
Stevens Veazie
CITY LINE
EXPLANATIONS
Steam Railroad
Horse Railroad
Ward boundary
1.36 Sections
Lot 7 Government lot
12 Outgoing Plates

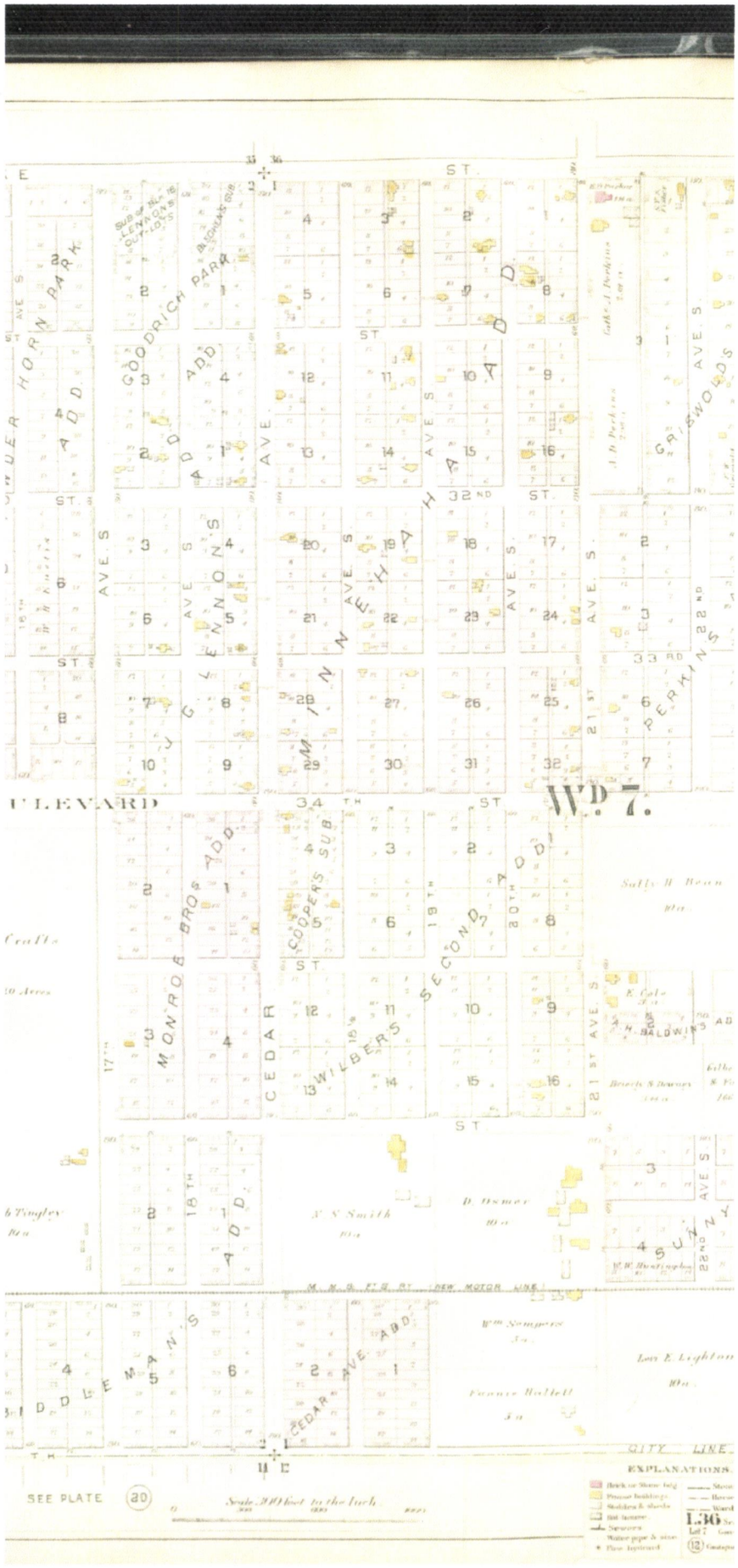
MINNEAPOLIS
13
L. M. Stewart
HOBARTS ADD.
HASTINGS ADD.
KINGSTON ADD.
PARK PLACE ADD.
THIRD AVE. ADD.
PORTLAND AVE. ADD.
P. P. Swenson
WOLVERTONS ADD.
M. J. Mayhew
BELL & WHITCOMBS ADD.
Jas. Wishart
D. W. ELLIS ADD.
C. Offerman
LYONS ADD.
E. M. Paxton
CHICAGO AVE. ADD.
May I. Dayton
Elisha Morse
MORSE & SMALLS ADD.
FRENCHS ADD.
Henry M. Morse
MITCHELL, WHITE & VOGT ADD.
Morse
MINNEAPOLIS MINNEHAHA AND FORT SNELLING
NEW MOTOR LINE
ELISHA MORSE OUT LOTS
IRVING & DUNSMOORS ADD.
School District
Stevens Veazie
LINE
ST.
PORTLAND
PARK
AVE.
3RD
4TH
5TH
3½
7½


APOLIS
13
ST.
KINGSTON ADD.
PARK PLACE ADD.
PARK
AVE.
AVE. S
Nellie Bell
Florence
E. Byers Estate
WISCONSIN ADD.
T. J. Porterfield
LAWRENCE AND REEVES OUT LOTS
BELL & WHITCOMBS ADD.
Jas. Wishart
Sanderson
N. E. Stillsby
D. W. ELLIS ADD.
E. B. Whitney
T. K. Gray
LYONS ADD.
H. D. Daniels
YALE
POWDER HORN LAKE
17
12
J. R. F. Blaisdell
CHICAGO AVE. ADD.
E. E. Porterfield
MORSE & SMALLS ADD.
FRENCHS ADD.
MENAGE'S SECOND ADD.
MABEN AND WHITE'S ADD.
11TH
Elisha Morse
Henry M. Morse
ESTABROOKS ADD.
10TH AVE.
12TH
FORT SNELLING RAILWAY
ELISHA MORSE OUT LOTS
IRVING & DUNSMOORS ADD.
School District
CHICAGO AVE. AND LYNDALE ADD.
Anna Ream
J. Jackson

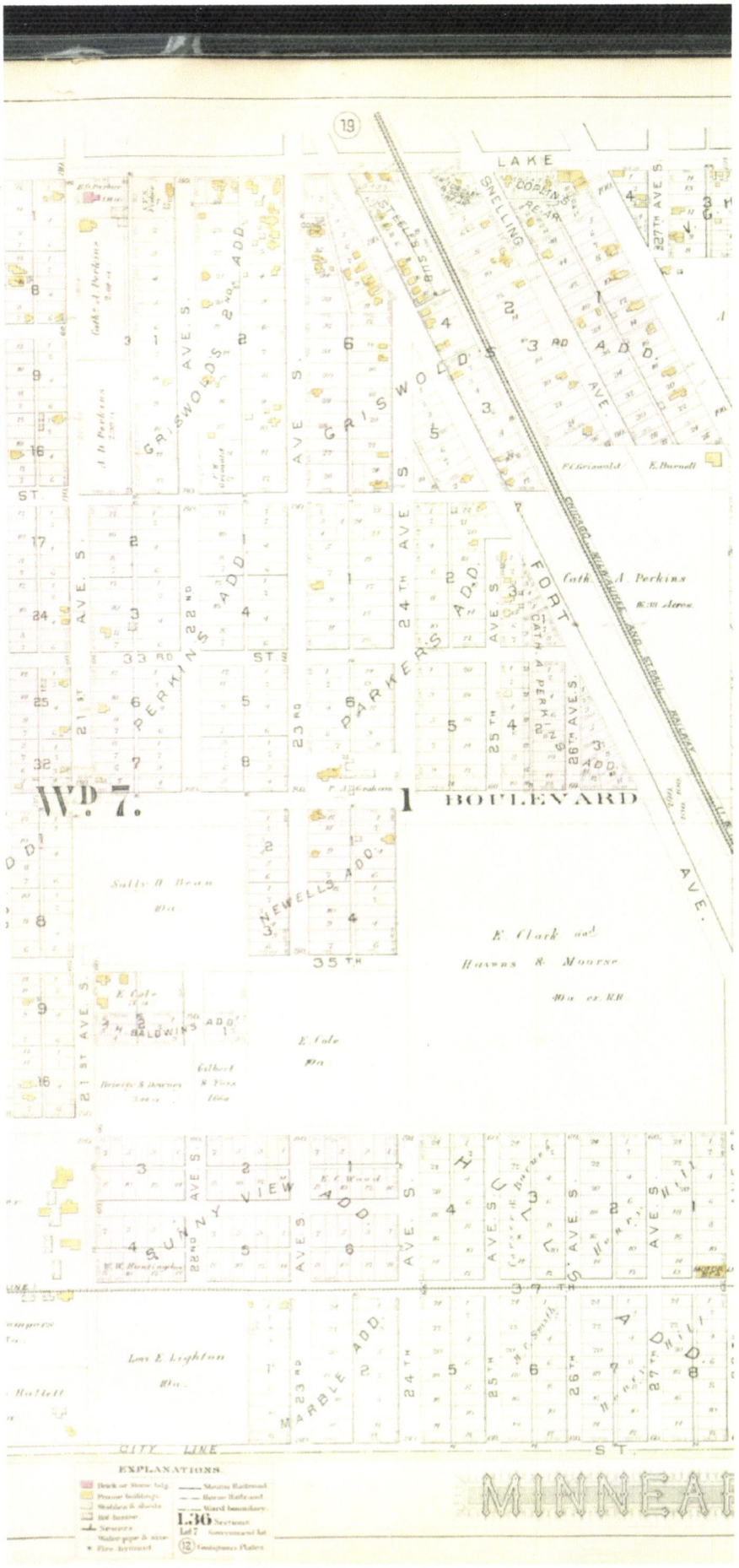
Wd. 7.



13
LAKE
LAWRENCE AND REEVES
POWDER HORN LAKE
OUTLOTS
WILLIAMS ADD
W. H. EUSTIS' POWDER HORN PARK ADD
GOODRICH PARK ADD
J. G. LENNON'S
A. Johnson
BOULEVARD
16
BLOOMINGTON AVENUE ADD
A. Crafts
20 Acres
BLOOMINGTON
MONROE BROS ADD
Caleb Tingley
JENNIE R. F. BLAISDELLS ADD
BIDDLEMAN'S
SEE PLATE 20



WD. 7.
ULEVARD
GOODRICH PARK
HORN PARK
ADD.
GRISWOLDS
PERKINS
MINNEHAHA
LENNONS
MONROE BROS ADD.
COOPERS SUB
WILBERS SECOND ADD.
CEDAR
SUNNY
BIDDLEMAN'S
CEDAR AVE. ADD.
32ND ST.
33RD
34TH ST
17TH
18TH
19TH
20TH
21ST AVE. S.
22ND
Sally H. Bean
E. Cole
A. H. BALDWINS AD
Briarly S. Downey
N. S. Smith
D. Osmer
W. W. Huntington
Wm Sempers
Fannie Hallett
Levi E. Lighton
M. N. & F. G. RY. NEW MOTOR LINE
CITY LINE
SEE PLATE 20
EXPLANATIONS.
Brick or Stone bldg.
Frame buildings
Stables & sheds
Sewers
Water pipe & size
Fire hydrant
Ward
L.36
Lot 7



19
LAKE
SNELLING
COPLINS
REAR
STEELES
3RD ADD.
AVE.
27TH AVE S
GRISWOLDS 2ND ADD.
GRISWOLDS
AVE S
24TH AVE S
PERKINS ADD.
PARKERS ADD.
FORT
CATH. A. PERKINS
33RD ST.
21ST AVE S
22ND
23RD
25TH
26TH AVE S
Wd. 7.
1 BOULEVARD
NEWELLS ADD.
35TH
E. Clark and
Havens & Moorse
40a ex. R.R.
E. Cole
A. H. BALDWINS ADD.
Gilbert & Foss
SUNNY VIEW ADD.
HILLS ADD.
Levi E. Lighton
MARBLE ADD.
CITY LINE
ST
EXPLANATIONS
Sewers
Water pipe & size
Fire hydrant
Steam Railroad
Horse Railroad
Ward boundary
1.36 Sections
Lot 7 Government lot
12 Consignees Plates
MINNEAP

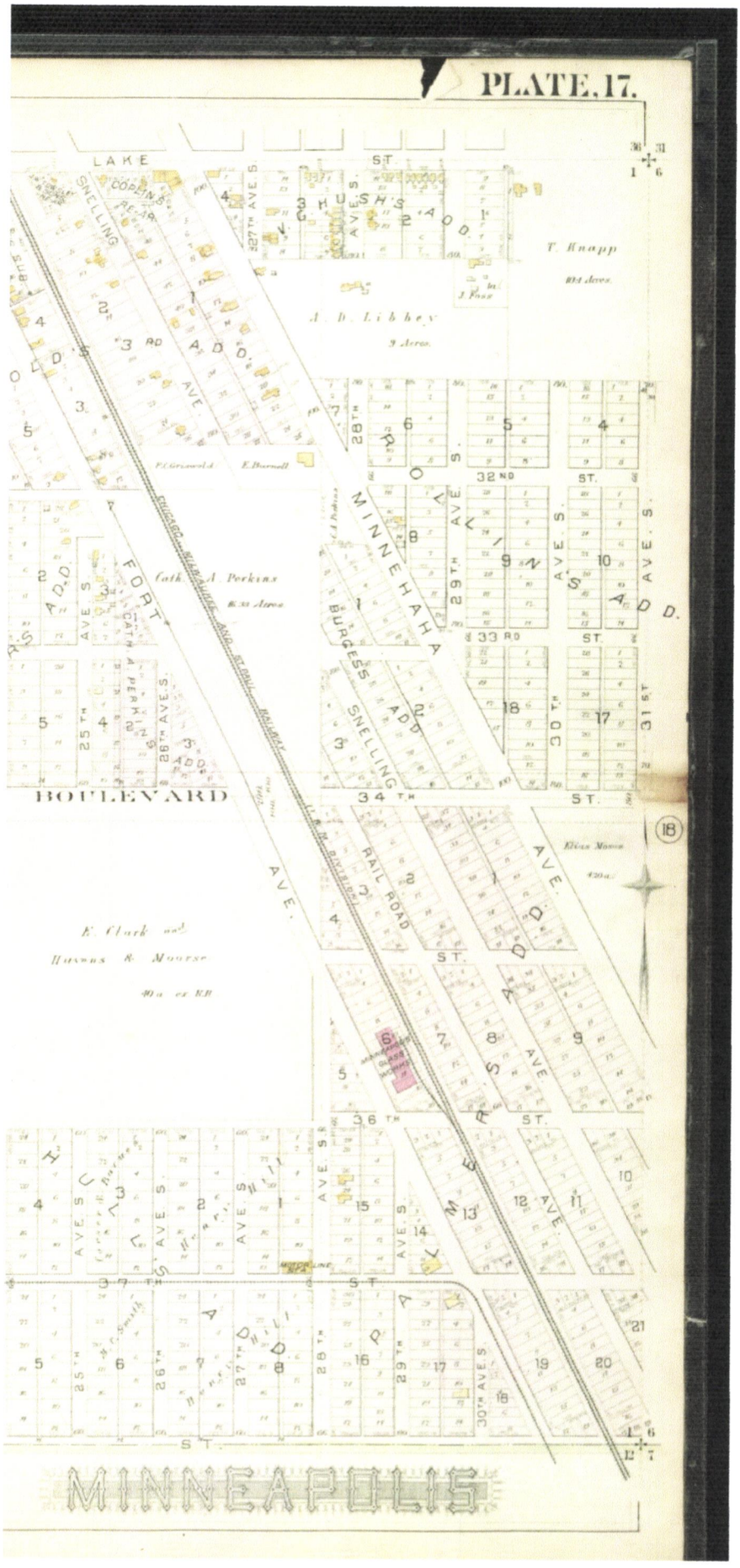
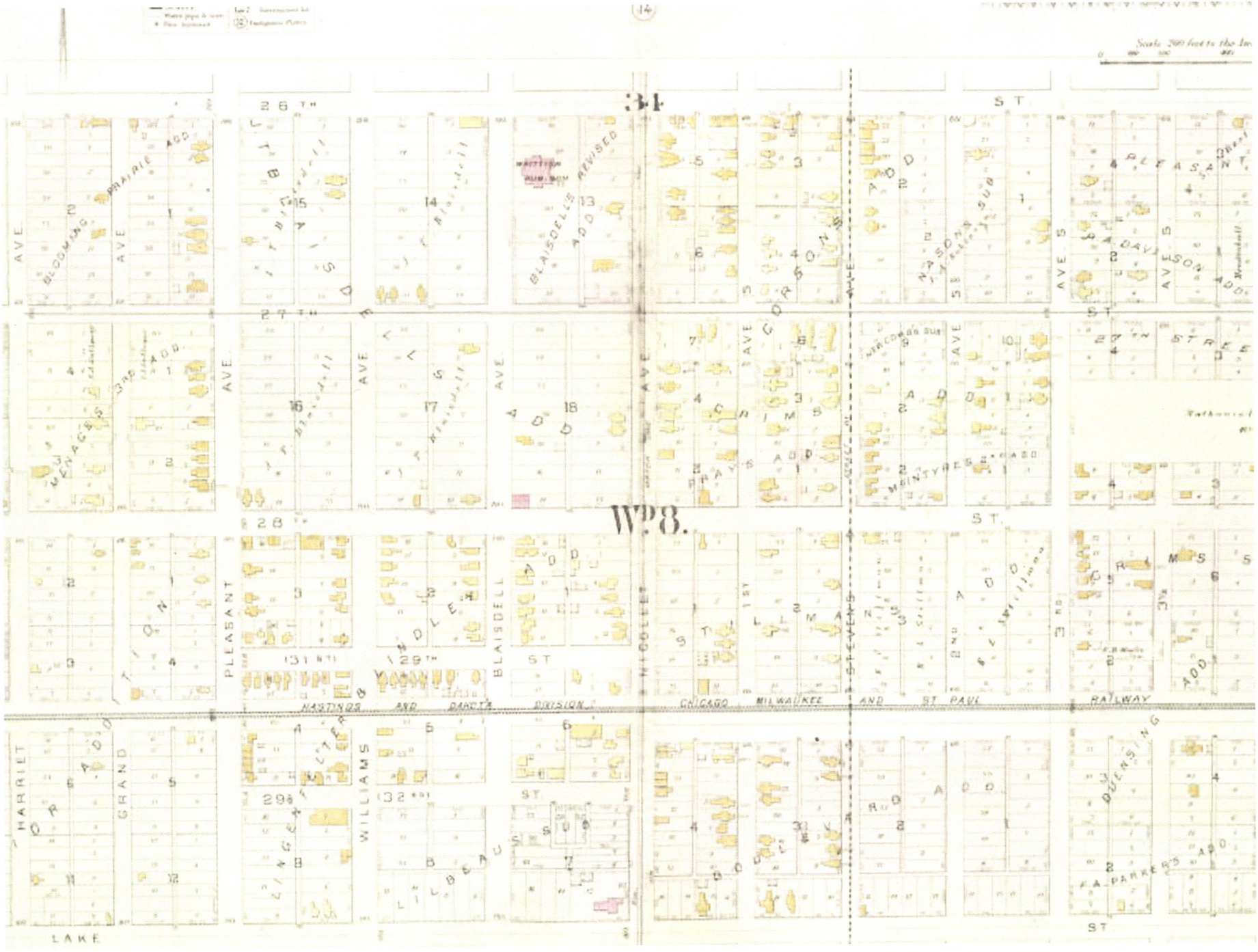


PLATE. 17.
LAKE ST.
SNELLING
COPLIN'S REAR
VGHUSH'S ADD.
T. Knapp
A. D. Libbey
9 Acres.
3RD ADD.
AVE.
F. C. Griswold
E. Burnell
ROLLINS ADD.
32ND ST.
MINNEHAHA
BURGESS ADD.
33RD ST.
Cath. A. Perkins
FORT
CATH. A. PERKINS ADD.
25TH AVE. S.
26TH AVE. S.
BOULEVARD
34TH ST.
RAIL ROAD
AVE.
Elias Moore
E. Clark and Havens & Moorse
40 a. ex. R.R.
PALMERS ADD.
36TH ST.
HULLS ADD.
37TH ST.
MINNEAPOLIS



Office DEPOT.

PLATE. 8.

MINNEAPOLIS
Wd. 4.
Wd. 5.
EXPLANATIONS
Scale 300 feet to the Inch
HOAGS ADD
SECOND AVE
WESTERN AVE
HENNEPIN AVENUE
TOWN OF MINNEAPOLIS
F. SAMPSON'S ADD
H. T. WELLS ADD
E. D. TRUDENREIS ADD
A. J. BELLS ADD
BROWN & JACKINS ADD
NICOLLET
SNYDER & CO'S FIRST ADDITION
FIRST AVE
SECOND AVE
THIRD AVE
FOURTH AVE
GRANT AVE
8TH ST S
6TH ST S
10TH ST S
11TH ST S
12TH ST S
13TH ST S
MARY PL
HIGH SCHOOL

27

SUB-PLAN:
MISSISSIPPI RIVER
HENNEPIN AVE
EXPLANATIONS
L36
Wd. 4.
Wd. 5.
NICOLLET AVE
FIRST
HENNEPIN
3 RD AVE S
AVENUE
SAMPSON ADD
HOAGS ADD
TOWN OF MINN
BROWN AND JACKINS ADD
AJ BELL ADD
8TH
7TH
6TH
5TH
4TH
3RD
2ND
9TH ST S
ST S
3RD
2ND
3
8
7
10
11
12
59
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63
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224
226
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231
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51
52
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55

PLATE, 6.
MINNEAPOLIS
Wd. 4.
Wd. 5.
WASHINGTON AVE N
AVE N
AVE S
CITY HALL
UNION DEPOT
MISSISSIPPI RIVER
1ST ST S
2ND ST S
3RD ST S
4TH ST S
5TH ST S
6TH ST S
7TH ST S
8TH ST S
9TH ST S
10TH ST S
11TH ST S
12TH ST S
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MINNESOTA HISTORICAL SOCIETY
RESEARCH CENTER
GREAT NORTHERN RY. ARCHIVES

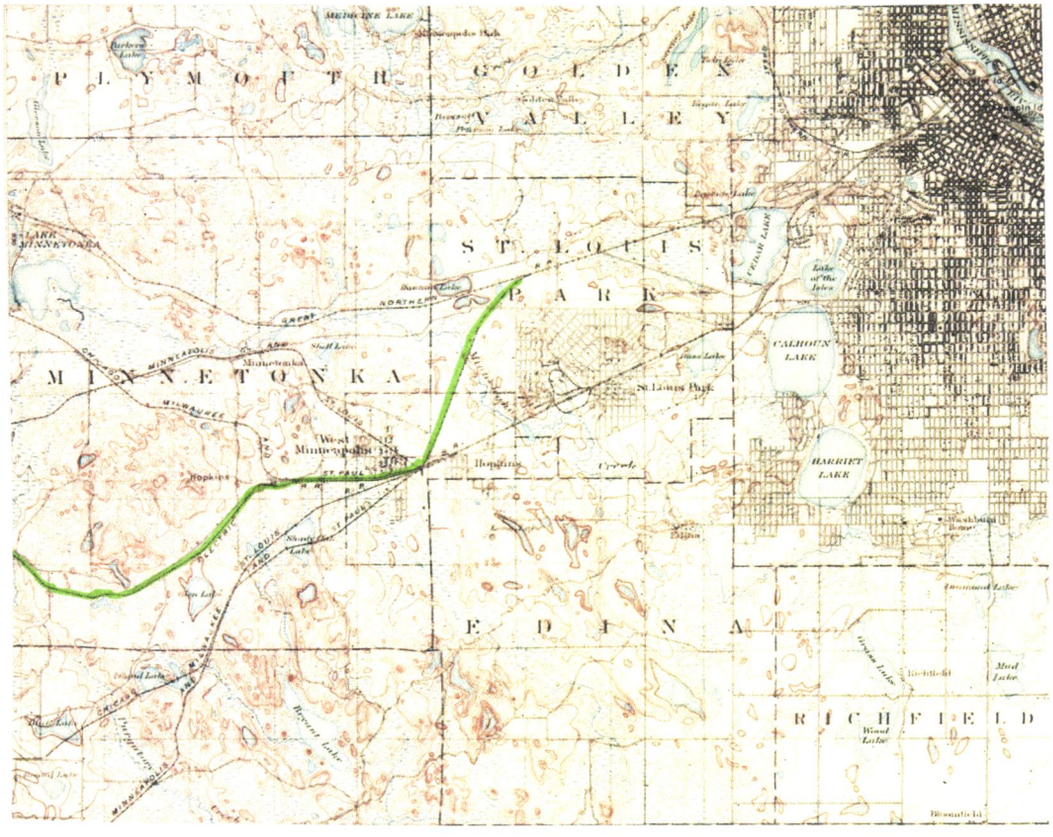
Minneapolis Lyndale & Minnetonka Ry.
History 1-20-1920

Lyndale Railway Co. incorporated 6-21-1878.
Name change and amendments 2-9-1881; Minneapolis Lyndale & Minnetonka Ry.

Deed dated 12-1-1886: ML&M Ry. conveyed to StPM&M Ry. for $348,829.38 the line of railway from at or near Cedar Lake, by way of Excelsior, to Hutchinson 53.064 miles, including R/W, depot grounds, other lands and real estate. StPM&M Ry. voucher #180 of November, 1886.

The StPM&M Ry. completed the line and opened it for operation 1-1-1887. The final initial construction expenditures totaled $978,550.25, including the purchase price paid to the ML&M Ry., and discount and expense on the mortgage bonds of $47,250. Another memo reported the uncompleted portions were Hopkins Junction to Hopkins, and Excelsior to Hutchinson, 53.13 miles.

In the fall of 1899 the StPM&M Ry. began building the extension from Spring Park to St. Bonifacius, 8.22 miles. Track laying was completed 6-30-1900; sidings and ballasting during July, 1900; opened for operation 8-1-1900. This shortened the distance from Minneapolis to Hutchinson by 1.37 miles, reduced the maximum grade to .6%, and eliminated "a great deal" of curvature. The 19.66 miles of the original line from Excelsior to St.Bonifacius was abandoned during 1901.



MINNEAPOLIS LYNDALE & MINNETONKA RY.									
OFFICERS AND EMPLOYEES									
				10-31	10-31	7-31	6-30	6-30	6-30	6-30
				1882	1883	1884	1885	1886	1887	1888
Division & Asst Superintendents & Roadmasters										1
Clerks in all Offices				2	3	2	2	4	4	4
Master & Asst Mechanics				1	2	3	?	1	1	19
Conductors				4	4	5	5	10	20	29
Engineers				4	4	5	5	10	15	23
Section Men				15	15	20	20	25	25	
Other Employees				5	12	15	15	20	20	20
Brakemen					1	2	3	4		
Flagmen, Switchtenders, Gatekeepers, Watchmen					1	1	1	3	5	11
Laborers										25
Total				31	42	53	51	77	90	132

				6-30					
				1889					
General Manager				1					
Superintendent				1					
Secretary				1					
Chief Clerk				1					
Asst. Clerk				1					
Enginemen				20					
Firemen				8					
Conductors				22					
Machinists				8					
Carpenters				3					
Other Shopmen				22					
Section Foremen				2					
Other Trackmen				11					
Switchmen, Flagmen, Watchmen				8					
Total				109					

Operations

OPERATIONS

Motor Time Card No. 1
Effective July 16, 1882

This was supposedly the first regular timetable for the Excelsior line. Meeting points were at (1) Nicollet Ave. and 24th St., and (2) Lake Calhoun. The equipment for train no. 36 to Excelsior was stored overnight at Excelsior for use on train no. 5 to Minneapolis the following morning. Note that train numbers 26 and 28 ran on the same timetable time between Lakes Calhoun and Harriet. Minnehaha Station was located at Minnehaha Creek.

Motor Line Time Card No. 31
Effective July 22, 1885

Meeting points were at (1) 13th St., (2) Nicollet Ave. and 24th St., (3) Nicollet Ave. and 31st St., (4) Lyndale Ave. and 31st St., (5) Lake Harriet, and (6) Emma Abbott Park. The latter probably corresponds to Minnehaha on the 1882 timetable. The TCRT R/W map shows a real estate plat for Emma Abbott Park on the north side of the R/W adjacent to Minnehaha Creek, extending .208 mile westward from Brookside Station (on the Lake Minnetonka line). Train no. 52 and train no. 51 on Sundays only met at Junction City (Hopkins). The equipment on train no. 56 to Excelsior was stored overnight at Excelsior for use on train no. 9 to Minneapolis the following morning.

1890 U.S. Census

Of the 56 passenger trailers owned, an average of 25 were operated at one time.

1ST AVE S & 4TH ST NOV 1886

MOTOR TIME CARD NO. 1.

TAKES EFFECT JULY 16, 1882.

L. E. MINNEAPOLIS For THE LAKES:	No 2 A. M.	No 4 A. M.	No 6 A. M.	No 8 A. M.	No10 A. M.	No12 P. M.	No14 P. M.	No16 P. M.	No18 P. M.	No20 P. M.	No22 P. M.	No24 P. M.	No26 P. M.	No28 P. M.	No30 P. M.	No32 P. M.	No34 P. M.	No36 P. M.	No38 P. M.
Bridge Square	6.45	8.15	8.45	9.50	11.00	12.05	12.45	1.30	2.15	3.00	3.45	4.25	5.05	5.15	6.10	6.45	7.30	9.00	10.40
Tenth Street.....	6.52	8.23	8.52	9.57	11.08	12.12	12.52	1.37	2.22	3.07	3.52	4.32	5.12	5.22	6.17	6.52	7.37	9.07	10.47
13th and Nicollet..	6.55	8.25	8.55	10.00	11.10	12.15	12.55	1.40	2.25	3.10	3.55	4.35	5.15	5.25	6.20	6.55	7.40	9.10	10.50
Twenty-Fourth St.	7.05	8.35	9.05	10.10	11.20	12.25	1.05	1.50	2.35	3.20	4.05	4.45	5.25	5.29	6.30	7.05	7.50	9.20	11.05
Lake Calhoun.....	7.15	8.50	9.15	10.20	11.30	12.35	1.15	2.00	2.45	3.30	4.15	4.55	5.35	5.35	6.40	7.15	8.05	9.30	11.10
Lake Harriet.....	7.20	.....	9.20	10.25	11.35	.....	1.25	2.05	.....	3.35	.....	.....	5.40	5.40	6.45	7.20	.....	9.35	.....
Minnehaha.....	.....	.....	9.37	10.32	.....	.....	.....	2.12	.....	.....	.....	.....	.....	5.47	.....	.....	.....	9.42	.....
Hopkins Station..	.....	....	9.50	10.50	.....	.....	.....	2.20	.....	.....	.....	.....	.....	5.54	.....	.....	.....	9.49	.....
Purgatory.....	.....	.....	10.00	11.10	.....	.....	.....	2.35	.....	.....	.....	.....	.....	6.07	.....	.....	.....	10.02	.....
Excelsior.....	.....	.....	10.20	11.28	.....	.....	.....	2.50	.....	.....	.....	.....	.....	6.20	.....	.....	.....	10.20	.....

All trains run daily.

Passengers will please notify the conductor where they desire to get off.

Special rates will be made, and special trains run for excursion parties.

No one allowed to ride on the steps of the cars.

Tickets for sale at J. B. Martin's Drug Store.

No. 28 Stops only at Washington avenue 10th, 17th and 26th streets and Lakes Calhoun, Harriet and Christmas.

MOTOR TIME CARD NO. 1.

TAKES EFFECT JULY 16, 1882.

LEAVE THE LAKES FOR MINNEAPOLIS:	No 1 A. M.	No 3 A. M.	No 5 A. M.	No 7 A. M.	No 9 A. M.	No11 A. M.	No13 P. M.	No15 A. M.	No17 P. M.	No19 P. M.	No21 P. M.	No23 P. M.	No25 P. M.	No27 P. M.	No29 A. M.	No31 P. M.	No33 P. M.	No35 P. M.
Excelsior.....	.....	.....	7.30	.....	.....	10.30	.....	11.50 P. M.	.....	.....	.....	.....	.....	4.30	.....	.....	7.05	.....
Purgatory.....	.....	.....	7.45	.....	.....	10.42	.....	12.05	.....	.....	.....	.....	.....	4.45	.....	.....	7.20	.....
Hopkins Station.....	.....	.....	8.00	.....	.....	10.58	.....	12.20	.....	.....	.....	.....	.....	5.00	.....	.....	7.35	.....
Minnehaha.....	.....	.....	8.07	.....	.....	11.05	.....	12.27	.....	.....	.....	.....	.....	5.07	.....	.....	7.42	.....
Lake Harriet.....	6.00	7.25	8.13	.....	.....	11.12	.....	12.33	.....	.....	.....	3.40	.....	5.14	.....	6.45	7.47	9.45
Lake Calhoun.....	6.10	7.30	8.18	9.15	10.25	11.30	12.10	12.50	1.35	2.20	3.05	3.45	4.30	5.35	6.10	6.50	8.05	10.00
Twenty-Fourth Street	6.20	7.40	8.28	9.29	10.35	11.40	12.20	1.00	1.45	2.30	3.15	3.55	4.45	5.45	6.20	7.00	8.15	10.10
13th and Nicollet.....	6.30	7.50	8.32	9.32	10.45	11.47	12.30	1.10	1.55	2.40	3.25	4.05	4.52	5.55	6.30	7.10	8.25	10.20
Tenth Street.....	6.32	7.55	8.38	9.35	10.48	11.50	12.33	1.13	1.58	2.45	3.28	4.08	4.55	5.58	6.33	7.13	8.28	10.23
Bridge Square	6.40	8.10	8.35	9.45	10.55	11.55	12.40	1.20	2.05	2.50	3.35	4.15	5.05	6.05	6.40	7.20	8.35	10.30

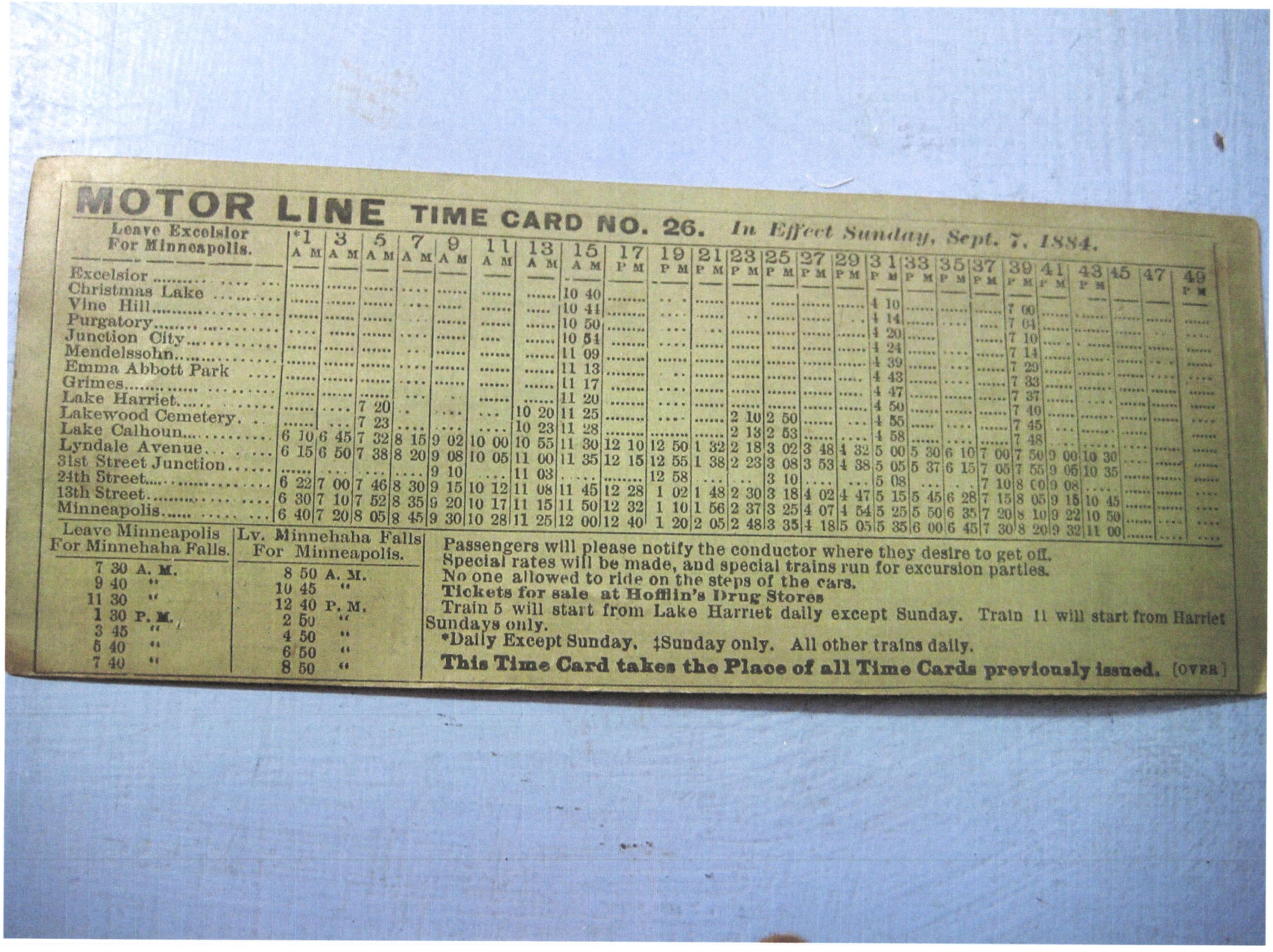
Cars will stop to take on and put off passengers at the further side of the street. No person will be permitted to get on or off the car while in motion. No one allowed to ride in the "motor."

Passengers losing articles on cars, will please make inquiry at office over Northwestern Bank. No one allowed to pull the bell cord but the conductor.

Train No. 5 stops only at Lakes Christmas, Calhoun and Harriet, Twenty-sixth, Seventeenth and Tenth streets, and Washington avenue. No. 5 daily except Sunday.

from coll of
Garrie L. Tufford
51 Neptune Street
Mahtomedi, MN 55115

Hopkins Historical Society



MOTOR LINE TIME CARD NO. 26. *In Effect Sunday, Sept. 7, 1884.*

Leave Excelsior For Minneapolis.	*1 A M	3 A M	5 A M	7 A M	9 A M	11 A M	13 A M	15 A M	17 P M	19 P M	21 P M	23 P M	25 P M	27 P M	29 P M	31 P M	33 P M	35 P M	37 P M	39 P M	41 P M	43 P M	45	47	49 P M
Excelsior	.....	.....	.....	.....	.....	.....	.....	10 40	.....	.....	.....	.....	.....	.....	.....	4 10	.....	.....	.....	7 00	.....	.....	.....	.....	.....
Christmas Lake	.....	.....	.....	.....	.....	.....	.....	10 44	.....	.....	.....	.....	.....	.....	.....	4 14	.....	.....	.....	7 04	.....	.....	.....	.....	.....
Vine Hill	.....	.....	.....	.....	.....	.....	.....	10 50	.....	.....	.....	.....	.....	.....	.....	4 20	.....	.....	.....	7 10	.....	.....	.....	.....	.....
Purgatory	.....	.....	.....	.....	.....	.....	.....	10 54	.....	.....	.....	.....	.....	.....	.....	4 24	.....	.....	.....	7 14	.....	.....	.....	.....	.....
Junction City	.....	.....	.....	.....	.....	.....	.....	11 09	.....	.....	.....	.....	.....	.....	.....	4 39	.....	.....	.....	7 29	.....	.....	.....	.....	.....
Mendelssohn	.....	.....	.....	.....	.....	.....	.....	11 13	.....	.....	.....	.....	.....	.....	.....	4 43	.....	.....	.....	7 33	.....	.....	.....	.....	.....
Emma Abbott Park	.....	.....	.....	.....	.....	.....	.....	11 17	.....	.....	.....	.....	.....	.....	.....	4 47	.....	.....	.....	7 37	.....	.....	.....	.....	.....
Grimes	.....	.....	.....	.....	.....	.....	.....	11 20	.....	.....	.....	.....	.....	.....	.....	4 50	.....	.....	.....	7 40	.....	.....	.....	.....	.....
Lake Harriet	.....	.....	.....	.....	.....	.....	.....	11 25	.....	.....	.....	.....	.....	.....	.....	4 55	.....	.....	.....	7 45	.....	.....	.....	.....	.....
Lakewood Cemetery	.....	.....	7 20	..	.....	...	10 20	11 28	.....	.....	.....	2 10	2 50	.....	...	4 58	.....	.....	.....	7 48	...	.....	.....	.....	.....
Lake Calhoun	6 10	6 45	7 32	8 15	9 02	10 00	10 55	11 30	12 10	12 50	1 32	2 18	3 02	3 48	4 32	5 00	5 30	6 10	7 00	7 50	9 00	10 30	.....	.....	.....
Lyndale Avenue	6 15	6 50	7 38	8 20	9 08	10 05	11 00	11 35	12 15	12 55	1 38	2 23	3 08	3 53	4 38	5 05	5 37	6 15	7 05	7 55	9 05	10 35	.....	.....	.....
31st Street Junction	.....	...	...	.....	9 10	.....	11 03	.....	.....	12 58	...	..	3 10	....	...	5 08	...	..	7 10	8 00	9 08	.....	.....	.....	.....
24th Street	6 22	7 00	7 46	8 30	9 15	10 12	11 08	11 45	12 28	1 02	1 48	2 30	3 18	4 02	4 47	5 15	5 45	6 28	7 15	8 05	9 15	10 45	.....	.....	.....
13th Street	6 30	7 10	7 52	8 35	9 20	10 17	11 15	11 50	12 32	1 10	1 56	2 37	3 25	4 07	4 54	5 25	5 50	6 35	7 20	8 10	9 22	10 50	.....	.....	.....
Minneapolis	6 40	7 20	8 05	8 45	9 30	10 28	11 25	12 00	12 40	1 20	2 05	2 48	3 35	4 18	5 05	5 35	6 00	6 45	7 30	8 20	9 32	11 00	.....	.....	.....

Leave Minneapolis For Minnehaha Falls.	Lv. Minnehaha Falls For Minneapolis.
7 30 A. M.	8 50 A. M.
9 40 "	10 45 "
11 30 "	12 40 P. M.
1 30 P. M.	2 50 "
3 45 "	4 50 "
5 40 "	6 50 "
7 40 "	8 50 "

Passengers will please notify the conductor where they desire to get off.
Special rates will be made, and special trains run for excursion parties.
No one allowed to ride on the steps of the cars.
Tickets for sale at Hofflin's Drug Stores
Train 5 will start from Lake Harriet daily except Sunday. Train 11 will start from Harriet Sundays only.
*Daily Except Sunday. ‡Sunday only. All other trains daily.

This Time Card takes the Place of all Time Cards previously issued. [OVER]

MOTOR LINE TIME CARD NO. 31. *In Effect Thursday, July 22, '85.*

LEAVE MINNEAPOLIS for the Lakes.	*2 A M	*4 A M	8 A M	10 A M	14 A M	16 A M	18 A M	22 A M	24 P M	26 P M	28 P M	32 P M	34 P M	38 P M	40 P M	44 P M	46 P M	48 P M	50 P M	52 P M	54 P M	56 P M	58 P M	60 P M	62 P M	64 P M	66 P M
MINNEAPOLIS	....	6 43	7 35	8 15	9 00	9 40	10 35	11 30	12 10	12 45	1 30	2 15	3 00	3 45	4 30	5 15	5 40	....	6 10	6 50	7 30	8 15	9 00	9 45	10 30	11 10	11 50
13th STREET	....	6 58	7 45	8 25	9 10	9 50	10 45	11 40	12 20	12 55	1 40	2 25	3 10	3 55	4 40	5 25	5 50	....	6 20	7 00	7 40	8 25	9 10	9 55	10 40	11 20	12 00
24th STREET	....	7 00	7 50	8 30	9 15	9 56	10 50	11 45	12 25	1 02	1 48	2 30	3 16	4 02	4 47	5 30	5 57	....	6 28	7 05	7 47	8 30	9 15	10 00	10 45	11 25	12 05
31st STREET JUNCTION	....	7 05	....	8 35	.....	10 01	10 55	11 50	12 30	1 07	1 50	2 35	3 20	4 05	4 50	5 35	6 02	....	6 33	7 10	7 52	8 35	9 20	10 05	10 50	11 30	12 09
LYNDALE AVENUE	....	7 10	8 00	8 40	9 25	10 05	10 58	11 55	12 35	1 10	1 55	2 40	3 25	4 10	4 55	5 37	6 05	....	6 38	7 15	7 55	8 40	9 25	10 10	10 55	11 35	12 14
LAKE CALHOUN	6 30	7 15	8 05	8 45	9 30	10 10	11 08	12 00	12 40	1 15	2 00	2 45	3 30	4 15	5 00	5 45	6 10	5 50	6 45	7 20	8 00	8 45	9 30	10 15	11 00	11 40	12 20
LAKEWOOD CEMETERY	6 32	7 18	....	8 47	9 32	10 12	11 03	.....	12 42	.....	2 02	2 47	....	4 17	....	5 47	....	5 52	....	7 32	....	8 47	9 32	.....	.....	.....	.....
LAKE HARRIET	6 35	7 20	....	8 50	9 35	10 15	11 08	.....	12 45	.....	2 05	2 50	....	4 20	....	5 50	....	5 55	....	7 35	....	8 50	9 35	.....	.....	.....	.....
GRIMES	....	....	....	....	9 40	.....	11 13	.....	12 50	.....	....	....	....	....	....	5 55	....	....	....	....	....	8 55	....	....	....	....	.....
EMMA ABBOTT PARK	....	....	....	....	9 43	.....	11 16	.....	12 53	.....	....	....	....	....	....	5 58	....	....	....	....	....	8 58	....	....	....	....	.....
MENDELSSOHN	....	....	....	....	9 47	.....	11 20	.....	12 57	.....	....	....	....	....	....	6 02	....	....	....	....	....	9 02	....	....	....	....	.....
JUNCTION CITY	....	....	....	....	9 51	.....	11 29	.....	1 01	.....	....	....	....	....	....	6 06	....	....	....	....	....	9 06	....	....	....	....	.....
PURGATORY	....	....	....	....	10 06	.....	11 39	.....	1 16	.....	....	....	....	....	....	6 21	....	....	....	....	....	9 21	....	....	....	....	.....
VINE HILL	....	....	....	....	10 10	.....	11 43	.....	1 20	.....	....	....	....	....	....	6 25	....	....	....	....	....	9 24	....	....	....	....	.....
CHRISTMAS LAKE	....	....	....	....	10 16	.....	11 47	.....	1 26	.....	....	....	....	....	....	6 31	....	....	....	....	....	9 31	....	....	....	....	.....
EXCELSIOR	....	....	....	....	10 20	.....	11 58	.....	1 30	.....	....	....	....	....	....	6 35	....	....	....	....	....	9 35	....	....	....	....	.....

Will run Sundays to EXCELSIOR.

Sunday Only

Leave Minnesota for Minnehaha Falls.

6 43 A. M.	1 30 P. M.
8 15 "	3 00 "
9 40 "	4 30 "
10 35 "	6 10 "
	7 30 "[On'y
	9 00 Sunday

Cars will stop to take on and put off passengers at the further side of the street
No person will be permitted to get on or off the car while in motion
No one allowed to ride on the "Motor"
Passengers losing articles on the cars will please make inquiry at office over Northwestern Bank
No one allowed to pull the bell cord but the conductor
*Daily except Sunday All other Trains Daily
Tickets for sale at Hoffin's Drug Stores, Crescent Drug Store and Bigelow's Drug Store.

[OVER]

MOTOR LINE TIME CARD NO. 31. *In Effect Thursday, July 22, '85.*

LEAVE EXCELSIOR for Minneapolis,	*1 A M	3 A M	5 A M	9 A M	11 A M	15 A M	17 A M	19 A M	23 P M	25 P M	27 P M	29 P M	33 P M	35 P M	39 P M	41 P M	43 P M	45 P M	47 P M	49 P M	51 P M	53 P M	55 P M	57 P M	59 P M		
EXCELSIOR	....	....	....	7 35	....	.....	.....	10 40	....	12 00	....	....	....	....	....	4 10	....	....	....	....	7 10	.....	.....	.....	10 30	....	....
CHRISTMAS LAKE	....	....	....	7 29	....	.....	.....	10 44	....	12 13	....	....	....	....	....	4 14	....	....	....	....	7 13	.....	.....	.....		....	....
VINE HILL	....	....	....	7 35	....	.....	.....	10 50	....	12 09	....	....	....	....	....	4 20	....	....	....	....	7 20	.....	.....	.....		....	....
PURGATORY	....	....	....	7 39	....	.....	.....	10 54	....	12 13	....	....	....	....	....	4 24	....	....	....	....	7 24	.....	.....	.....		....	....
JUNCTION CITY	....	....	....	7 54	....	.....	.....	11 09	....	12 28	....	....	....	....	....	4 39	....	....	....	....	7 41	.....	.....	.....		....	....
MENDELSSOHN	....	....	....	7 58	....	.....	.....	11 13	....	12 32	....	....	....	....	....	4 43	....	....	....	....	7 45	.....	.....	.....		....	....
EMMA ABBOTT PARK	....	....	....	8 02	....	.....	.....	11 16	....	12 36	....	....	....	....	....	4 47	....	....	....	....	7 48	.....	.....	.....		....	....
GRIMES	....	....	....	8 06	....	.....	.....	11 20	....	12 39	....	....	....	....	....	4 50	....	....	....	....	7 51	.....	.....	.....		....	....
LAKE HARRIET	....	6 40	7 20	8 10	8 55	9 50	10 20	11 25	.....	12 45	....	2 07	2 50	....	4 25	4 55	....	6 00	....	7 25	7 56	.....	9 40	.....			
LAKEWOOD CEMETERY	....	6 43	7 23	8 13	8 58	9 53	10 23	11 28	.....	12 47	....	2 10	2 53	....	4 28	4 58	....	6 03	....	7 28	8 05	.....	9 43	.....			
LAKE CALHOUN	6 10	6 45	7 25	8 15	9 00	10 00	10 32	11 30	12 10	12 50	1 32	2 18	3 02	3 48	4 32	5 00	5 30	6 10	6 50	7 30	8 15	9 00	9 45	10 30	11 20		
LYNDALE AVENUE	6 15	6 50	7 30	8 20	9 05	10 05	10 38	11 35	12 15	12 55	1 38	2 23	3 06	3 53	4 37	5 05	5 37	6 15	6 55	7 35	8 20	9 05	9 50	10 35	11 25		
31st STREET JUNCTION	....	....	....	8 25	9 10	10 10	10 41	.....	12 20	.....	1 40	....	3 10	3 55	4 40	5 08	5 42	6 20	....	7 40	8 25	9 10	9 55	10 40	11 30		
24th STREET	6 22	7 00	7 50	8 30	9 15	10 15	11 10	11 45	12 25	1 02	1 48	2 30	3 16	4 02	4 47	5 15	5 45	6 28	7 05	7 47	8 30	9 15	10 00	10 45	11 35		
13th STREET	6 30	7 05	7 54	8 35	9 20	10 18	11 15	11 50	12 30	1 10	1 56	2 37	3 25	4 07	4 54	5 25	5 54	6 35	7 10	7 50	8 35	9 22	10 08	10 50	11 40		
MINNEAPOLIS	6 40	7 15	8 05	8 45	9 30	10 28	11 25	12 00	12 40	1 20	2 05	2 48	3 35	4 18	5 05	5 35	6 02	6 45	7 20	8 05	8 40	9 32	10 20	11 00	11 50		

Will run on Sundays.

Leave Minnehaha Falls for Minneapolis.

8 05 A. M.	6 00 P. M.
9 40 "	7 20 "
10 30 "	8 50 "
12 00 NOON.	10 20 Sunday
2 50 P. M.	[Only
4 20 "	

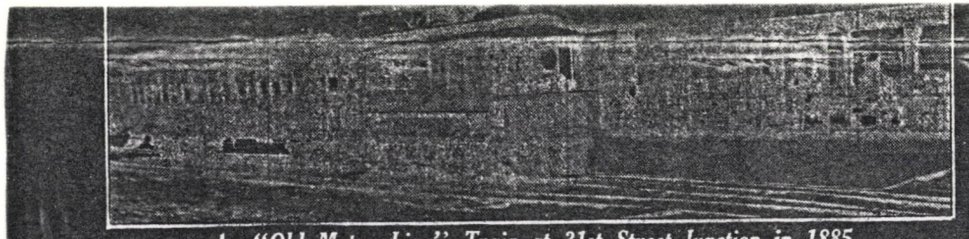
Passengers will please notify the conductor where they desire to get off.
Special rates will be made, and special trains run for excursion parties.
No one allowed to ride on the steps of the cars.
Tickets for sale at Hoffin's Drug Stores, Crescent Drug Store and Bigelow's Drug Store.
*Daily except Sunday. All other trains daily.
This Time Card takes the place of all others previously issued.

[OVER]

from collection of
Garrie L. Tufford
51 Neptune Street
Mahtomedi, MN 55115

Hopkins Historical Society

AVERY®
POLY VU



An "Old Motor Line" Train at 31st Street Junction in 1885.

Eighty minutes were required to reach Excelsior on the "Motor Line" as against 42 minutes on Electric Trains today. The rate of fare was one dollar for the round trip from Minneapolis to Excelsior during the winter, and 75 cents during the summer. Compare this with the present 50-cent round trip rate on Electric Trains, summer or winter, or with the 25-Ride Commutation Ticket giving a rate of 18 cents each way with transfers to Express Boats for all principal points on Lake Minnetonka.

Later, the original "Motor Line" was extended from 31st St., along Nicollet Ave. to 37th St., to Fort Ave., and thence paralleling the Milwaukee tracks to Minnehaha Falls.

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Railroad Time Tables.

MINNEAPOLIS, LYNDALE AND MINNETONKA RAILWAY.

GOING WEST.

STATIONS.	Sunday	Except Sunday	Except Sunday	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Sunday	Except Sunday	Sunday	Daily.	Daily.	Daily.	Daily.	Daily.
Leave	A.M.	A.M.	A.M	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M	P.M	P.M	P.M.
MINNEAPOLIS	6.43	7.30	8.15	8.45	9.30	10.30	11.10	12.05	12.45	1.30	2.15	3.00	3.45	4.30	5.15	6.05	6.45	7.55	8.40	9.30	10.50	11.30			
LAKE CALHOUN	7.15	8.00	8.45	9.15	10.00	11.00	11.40	12.37	1.15	2.00	2.45	3.30	4.15	5.00	5.40	6.35	7.15	8.25	9.15	10.00	11.20	12.00			
LAKE HARRIET	.....	.....	8.48	...	10.03	11.05	11.45	.....	1.20	2.05	.....	3.35	.....	.....	5.45	6.40	7.20	8.30	9.18	10.05	.....	.....			
EXCELSIOR	.....	..	9.28	.....	10.44	.....	.....	.....	...	2.43	...	.....	.....	.....	6.28	.....	8.01	.....	9.58	.....	.....	.....			

GOING EAST.

STATIONS.	Sunday	Except Sunday	Except Sunday	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Sunday	Except	Sunday	Daily.	Daily.	Daily.	Daily.	Sunday	Except
Leave.	A.M.	A.M.	A M	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M	P.M.	P.M.	P.M.	P.M	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
EXCELSIOR	.....	.....	7.30	.....	.....	9.50	.....	11.20 P.M.	.....	.....	.....	.....	.....	.....	4.30	.....	.....	.....	7.10	.....	.....	10.00
LAKE HARRIET	6.05	.....	8.07	.....	.....	10.30	11.10	12.00	.....	1.25	.....	.....	3.40	.....	5.10	6.00	6.45	.....	7.50	8.35	10.10	10.42
LAKE CALHOUN	6.10	6.50	8.10	8.50	9.50	10.33	11.30	12.10	12.50	1.35	2.20	3.05	3.50	4.35	5.15	6.10	6.50	7.25	8.00	8.00	10.15	10.55
MINNEAPOLIS	6.40	7.20	8.35	9.15	10.20	11.03	11.55	12.40	1.20	2 05	2.50	3.40	4.18	5.10	6.40	6 40	7.20	7.50	8.29	9.20	10.45	11.22			

than park authorities, the insurance received by the Minneapolis Street Railway, amounting to $15,000, was donated to

MOTOR LINE TIME CARD NO. 22. *In Effect Sunday, Oct.*

Leave Minneapolis For the Lakes.	*1 A M	*3 A M	5 A M	7 A M	9 A M	11 A M	13 P M	15 P M	17 P M	19 P M	21 P M	23 P M	25 P M	27 P M	29 P M	31 P M	33 P M	35 P M	37 P M	39 P M	41 P M	43 P M	45 P M	47 P M
Minneapolis	....	6 43	7 30	8 15	9 00	9 45	10 30	11 10	12 05	12 45	1 30	2 15	3 00	3 45	4 30	5 15	6 05	....	7 00	....	8 00	9 30	....	10 50
15th Street	....	6 58	7 45	8 30	9 15	10 00	10 45	11 25	12 20	1 00	1 45	2 30	3 15	4 00	4 45	5 30	6 20	....	7 15	....	8 15	9 45	....	11 05
24th Street	....	7 03	7 50	8 35	9 20	10 05	10 50	11 30	12 25	1 05	1 50	2 35	3 20	4 05	4 50	5 35	6 25	....	7 20	....	8 20	9 50	....	11 10
Lyndale Avenue	....	7 10	7 55	8 40	9 25	10 10	10 55	11 35	12 30	1 10	1 55	2 40	3 25	4 10	4 55	5 40	6 30	....	7 25	....	8 25	9 55	....	11 14
Lake Calhoun	....	7 15	8 00	8 45	9 30	10 15	11 00	11 40	12 37	1 15	2 00	2 45	3 30	4 15	5 00	5 45	6 40	....	7 30	....	8 30	10 00	....	11 20
Lake Harriet	....	....	....	....	9 35	....	....	....	....	....	....	....	3 35	....	....	....	6 50	....	....	....	....	....	....	....
Grimes	....	....	....	....	9 40	....	....	....	....	....	....	....	3 40	....	....	....	6 55	....	....	....	....	....	....	....
Emma Abbott Park	....	....	....	....	9 43	....	....	....	....	....	....	....	3 43	....	....	....	6 58	....	....	....	....	....	....	....
Mendelssohn	....	....	....	....	9 48	....	....	....	....	....	....	....	3 48	....	....	....	7 03	....	....	....	....	....	....	....
Junction City	....	....	....	....	9 50	....	....	....	....	....	....	....	3 50	....	....	....	7 05	....	....	....	....	....	....	....
Purgatory	....	....	....	....	10 07	....	....	....	....	....	....	....	4 07	....	....	....	7 22	....	....	....	....	....	....	....
Vinehaven	....	....	....	....	10 11	....	....	....	....	....	....	....	4 11	....	....	....	7 26	....	....	....	....	....	....	....
Christmas Lake	....	....	....	....	10 16	....	....	....	....	....	....	....	4 16	....	....	....	7 31	....	....	....	....	....	....	....
Excelsior	....	....	....	....	10 30	....	....	....	....	....	....	....	4 30	....	....	....	7 45	....	....	....	....	....	....	....

Passengers will please notify the conductor where they desire to get off. No one allowed to ride on the steps of the cars.
Special rates will be made, and special trains run for excursion parties. Tickets for sale at Hoffin's Drug Stores.
*Daily Except Sunday. †Sunday only. All other trains daily
This Time Card takes the Place of all previous Time Cards Issued. (OVER.)

An Old Vest Pocket Time Card. In Effect Oct. 14, 1883.

MOTOR LINE TIME CARD NO. 32. *In Effect Thursday, Sept. 10, 1885.*

LEAVE MINNEAPOLIS for the Lakes.	*2 A M	6 A M	8 A M	12 A M	14 A M	18 A M	20 A M	22 P M	24 P M	26 P M	28 P M	32 P M	34 P M	38 P M	40 P M	44 P M	46 P M	48 P M	50 P M	52 P M	54 P M	56 P M
MINNEAPOLIS	6 43	7 35	8 15	9 00	9 40	10 38	11 30	12 10	12 45	1 30	2 35	3 00	3 45	4 30	5 15	5 40	6 10	6 50	7 25	8 55	9 30	10 50
15th STREET	6 58	7 45	8 30	9 15	9 50	10 45	11 40	12 20	12 55	1 40	2 45	3 10	3 55	4 40	5 25	5 50	6 20	7 00	7 35	9 05	9 40	11 00
24th STREET	7 05	7 50	8 30	9 25	9 56	10 50	11 45	12 25	1 02	1 48	2 50	3 15	4 00	4 45	5 30	5 55	6 25	7 05	7 40	9 10	9 45	11 05
31st STREET JUNCTION	7 05	7 55	8 35	9 30	10 01	10 55	11 50	12 30	1 07	1 50	2 55	3 20	4 05	4 50	5 35	6 00	6 30	7 10	7 45	9 15	9 50	11 10
LYNDALE AVENUE	7 10	8 00	8 40	9 35	10 05	10 58	11 55	12 33	1 10	1 55	3 00	3 25	4 10	4 55	5 40	6 05	6 35	7 15	7 50	9 20	9 55	11 15
LAKE CALHOUN	7 15	8 05	8 45	9 40	10 10	11 03	12 00	12 38	1 15	2 00	3 05	3 30	4 15	5 00	5 45	6 10	6 40	7 20	7 55	9 25	10 00	11 20
LAKEWOOD CEMETERY	7 18	....	....	9 32	10 12	....	....	12 42	....	2 02	3 07	3 32	4 17	....	5 47	....	....	7 22	....	9 27	....	11 22
LAKE HARRIET	7 20	....	....	9 32	10 15	....	....	12 45	....	2 05	3 10	3 30	4 20	....	5 50	....	....	7 25	....	9 30	....	11 25
GRIMES	....	....	....	9 40	....	....	....	12 53	....	....	....	....	....	....	5 58	....	....	....	....	....	....	....
EMMA ABBOTT PARK	....	....	....	9 43	....	....	....	12 56	....	....	....	....	....	....	6 01	....	....	....	....	....	....	....
MENDELSSOHN	....	....	....	9 47	....	....	....	12 57	....	....	....	....	....	....	6 06	....	....	....	....	....	....	....
JUNCTION CITY	....	....	....	9 51	....	....	....	1 01	....	....	....	....	....	....	6 09	....	....	....	....	....	....	....
PURGATORY	....	....	....	10 06	....	....	....	1 16	....	....	....	....	....	....	6 23	....	....	....	....	....	....	....
VINE HILL	....	....	....	10 10	....	....	....	1 20	....	....	....	....	....	....	6 27	....	....	....	....	....	....	....
CHRISTMAS LAKE	....	....	....	10 16	....	....	....	1 26	....	....	....	....	....	....	6 33	....	....	....	....	....	....	....
EXCELSIOR	....	....	....	10 30	....	....	....	1 40	....	....	....	....	....	....	6 55	....	....	....	....	....	....	....

Leave Minneapolis for Minnehaha Falls.
*8 45 A. M. | 2 15 P. M.
8 15 " | 3 45 "
9 40 " | 5 15 "

Cars will stop to take on and put off passengers at the further side of the street
No person will be permitted to get on or off the car while in motion
No one allowed to ride on the "Motor."
Passengers losing articles on the cars will please make inquiry at office over Northwestern Bank
No one allowed to pull the bell cord but the conductor
*Daily except Sunday. All other Trains Daily
Tickets for sale at Hoffin's Drug Store, Crescent Drug Store and Bigelow's Drug Store. (OVER.)

The Lyndale Company never availed itself of the privilege of constructing a canal between Lakes Calhoun and Harriet, although it did operate, for a time, a passenger steamer known as the "Hattie" on Lake Calhoun. The boat made regular trips around the lake, but, not meeting with the success anticipated, the service was discontinued. One summer evening the old boat, from which the machinery had been previously removed, was towed out into the lake and several thousand persons witnessed the rare spectacle of a "ship burning at sea."

The scheduled running time of "Motor" trains between Washington Ave. and 31st St. Junction was 23 minutes, although there were but few stops between those points. As a comparison between the service of today and that afforded

the Park Board and used in the construction of the present pavilion.

A cable line having been ordered on 1st Ave. S., pursuant to the resolution of July, 1889, actual construction work was undertaken during the following winter although steam trains continued to operate.

As a result of the successful operation of the 4th Avenue Experimental Electric Line and the substitution of the ordinance directing that electric lines should be built, the work of electrifying the "Motor Line" was begun in the spring of 1890. The following summer saw the last of the old "Motor Line" and on September 22, 1890, the first Electric Car was operated from Washington Ave. to 31st St.

Although its equipment was crude and its service limited,

MINNEAPOLIS LYNDALE & MINNETONKA RY.									
OPERATIONS									
				YE 10-31	YE 10-31	YE 7-31	YE 6-30		
				1882	1883	1884	1885		
Maximum speed for express passenger trains m.p.h.				20	20	20	20		
Schedule speed for express passenger trains m.p.h.							15		
Tariffs. Average rate in cents rate per mile.									
	Through Passengers				1.67	1.5	1.5		
	Local Passengers						2.5		
Passengers Carried				283,023	490,418	597,097	625,464		
Fuel Consumption									
	Cords of Wood			298	300	280	168.5		
	Tons of Anthracite Coal			491.33	1266	1220	1639		

					YE 6-30	YE 6-30	YE 6-30	YE 6-30	YE 6-30
					1885	1886	1887	1888	1889
Passenger Stations and Waiting Room					19	22	7	4	n.l.
Fuel and Water Stations					2	2	1	n.l.	n.l.
Engine Houses					1	1	1	n.l.	n.l.
Machine and Car Shops					1	1	1	n.l.	n.l.
Wooden Bridges: number					5	n.l.	none	1	1
	Total Length L.F.				1640	n.l.	none	25	25
Telegraph Line: miles					25	n.l.	none	none	none
Section Gangs: Number of Sections					4	4	3	3	n.l.
	Average length of section in miles					6.5	6.5	7	n.l.
	Number of men per section gang				5	5	4	7	n.l.
New Ties Laid					2,000	17,668	none	3,000	n.l.
Total Track Laid with new steel rails: miles					0.75	3 (446 tns)	none	3	n.l.
	"repairs"		miles					1.4	
Total Track Laid with new rails: miles						6.33	none	?	n.l.
Railroad Grade Crossings					4	3	1	n.l.	n.l.
Fuel-Cords of Wood					168.5	63	0	0	0
Fuel-Tons of Coal					1639	2743	3551	4560	5153
									(*)
Passengers Carried					625,464	976,877	1,627,834	2,621,310	3,012,815

n.l. means "not listed".

(*) 6-30-1889:

Anthracite Coal	4658
Bituminous Coal	495

Passengers Carried was printed as 16,012,815. Assume 16 should have been 3.

WIDE OPEN
Minneapolis Tribune (1867-1908); Jun 28, 1879;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 1

WIDE OPEN.

That is the Present Condition of the Lyndale Street Railway.

The Enterprise of Col. McCrory in Rail and Steamboat Lines.

The Officers of the Road and a Detailed Description of Its Equipments

Arrangements Which Have Been Made for the Benefit Opening To-day.

THE LYNDALE LAY OUT.

The opening of the Lyndale Street Railway marks an era in the city's growth, and no thorough appreciation of the complete fulfillment of all the promises that Col. McCrory has made can be had otherwise than by a trip over the line of road. Trains were running regularly yesterday for the first time, and they will continue to run from this out, and if once thoroughly introduced to the people of Minneapolis if the delightful features of the road and the beauties of nature it brings directly to the doors of Minneapolis are not appreciated, it will be a matter of surprise. A TRIBUNE reporter joined the members of the City Council yesterday in a trip over the road, and to state that every member was surprised and delighted but feebly expresses it. To-day it is anticipated crowds who genuinely appreciate the enterprise of Col. McCrory will avail themselves of the opportunity to aid in christening the road and put a few dollars of money into his pocket. It is fit and proper, too, on the part of THE TRIBUNE, first and foremost, to recognize enterprises which must go far to develop the steady growth of the city, to make more extended mention of the road than has yet been made, on the occasion of its formal opening. The line, as is perhaps generally known, starts at the corner of Nicollet avenue and First street, runs south one block on to First Avenue south, thence west to Thirteenth street, and on Thirteenth back on to Nicollet, and thence on Nicollet to what would be if laid out Thirty-eighth street, to the Pavilion at Lake Calhoun, an entire distance of two and three-fourths miles. The line is laid on the level of the street, with a T rail, regular narrow-gauge width, and the rail is bored with plank to obviate the obstruction which would otherwise exist to trains traveling on the streets on which the track is laid.

THE ROLLING STOCK

consists of two motors from the Baldwin Locomotive Works, two coaches capable of holding fully one hundred people, two open cars similar to the street car used on the street railway lines in larger cities, and two flats. In the way of a more specific description it may be said that the motors are not unlike in size and appearance the ordinary street car, and will weigh when on the track about 25,000 pounds each. The drivers, cylinders and machinery are all out of sight, either within or beneath the body of the motors. The drivers are thirty-six inches in diameter, the cylinder being 8x12 inches, capable of hauling a heavy load and of making good time if required. The motors are painted a yellowish brown, about the shade of oiled oak, and are very neat and attractive in appearance. They can be handled as expeditiously as a horse in stopping and starting, and will turn as short a corner as the ordinary street car. They are provided with the vacuum break, as are also the cars, operated by steam, and may be brought to a dead stand-still instantly.

THE WORKING.

Upon the occasion of the trip made yesterday, the noiseless character of the motors was pretty well proven, and though the track is not yet well ballasted, the track is wonderfully smooth, and the cars run with less noise than afflicts the ordinary street car. A small amount of steam is emitted, and some puffing caused upon starting, and a little smoke at all times, but of at least forty horses encountered on the way out to the lake and return yesterday, not more than one or two were surprised or even startled at the spectacle. The supreme indifference with which a number of those standing facing the track regarded the innovation in railroading in Minneapolis, lead some of the guileless Aldermen to suggest that Col. McCrory had hired the owners to stand with their horses facing the track just to prove to the council the futility of all future charges which may be made that the motors frighten horses. During the ascent of the hill by the Mendenhall property yesterday, on a grade equal to more than two hundred feet to the mile—nearly three times as heavy as is known to ordinary railroading in Minnesota—a speed of twenty miles to the hour was achieved, and the application of the air brakes stopped the car within the length of it.

AT THE LAKE.

Beautiful and substantial as is the improvement by Col. McCrory in the railroad, it is not more complete nor comfortable in its appointments than the little steamer he has built to ply on the lake, and to serve as an auxilary in the pleasure to the citizens of Minneapolis and their guests in the Lyndale road. The steamboat, which is a very complete affair, was built under the direction of Capt. H. F. Walter, and has an 82 foot keel, with an extreme width of 85 feet, and is 29 feet over the guards. She has an open, covered cabin 62x18 feet, with a seating capacity for 125 people around the outside, and will carry comfortably 400 people. The boat draws only about four inches of water, and it will require 630 people of the average weight of 125 pounds to sink her a foot. She is supplied with a boiler 14 feet long, with a 40 inch shell, and with engines with 8 inch cylinders and 2 foot stroke and of 24 horse power. In the rear of the boiler room is a ladies cabin comfortable if not elegant, with a water closet and lavitary on either side. The boat is supplied with high and close railings and made as absolutely safe against children falling overboard as it is possible to many any boat, and is built with a strength which fairly defies any load to budge it, and the breadth of the beam is a guarantee that the most violent disturbance known to the lake will not do her harm. As to upsetting her—you might as well expect to overturn the lake itself.

THE OFFICERS.

In this connection may be presented the officers of the road:

President—Wm. McCrory.
Secretary—R. B. Innes.
Clerk—Harry Dow.
Captain of the steamer—H. F. Walter.
Pilot—Capt. J. VanAllen.
Engineer—D. A. Tinklepaugh.
Conductor—J. M. Kringelsmith.
Engineer Motor No. 1—Mr. Chadwick.
Engineer Motor No. 2—G. F. Jennings.

In addition there are firemen for the motors and a crew of deck hands for the steamer. It will require about five men to run the steamer, and a fireman and engineer for each train, with a conductor to collect fares on the two trains which it is designed to run—going out to the switch on one, and returning on the other. The engineers are full-fledged locomotive engineers, who understand their business. Mr. Jennings formerly ran on the Union Pacific and Mr. Chadwick for a number of years on the Great Western of Canada. Mr. Tinklepaugh has recently been in charge of the heating apparatus at the high school, but is a thoroughly accomplished engineer.

FARES.

Low prices and general popularity of the road is the principle upon which it will be operated. A round-trip fare to Calhoun is to be twenty-five cents. For a steamboat ride of indefinite duration the charge will be twenty-five cents, but round-trip ticket, including ride on the lake, may be had for thirty-five cents. Single passage to or from the lake, fifteen cents; five trip tickets for fifty cents. Commutation tickets will be issued to residents at the lake at three dollars per month, and passengers will be carried within the city limits at regular street car rates—five cents. Trains are to make hourly trips regularly from this out, leaving at 6 A. M. and returning as late as 9 P. M. When patronage demands it, trips will be made each half-hour.

OTHER IMPROVEMENTS.

Somewhat of the energy that Col. McCrory has infused into his enterprise may be gleaned from the announcement that it is just thirty-four days to-day since the first shovel of dirt was thrown; that it is also a like time since the first timber for the steamer was cut. The improvements which are made are but initiatory. In the train will follow inevitably additions to the Pavilion. Col. McCrory already has the carpenters busy on a depot building at the lake. He will build, as soon as he can find time, at least seven cottages at the lake for his employes, and with the advantages and facilities offered other cottages will be built for persons desiring to make permanent or summer residences at the lake. Calhoun never looked more charming than it does now, brought to the very doors of the poorest inhabitants of Minneapolis. Her numerous groves will be welcome places to very many picnic parties, and the bath houses which will be built will attract hundreds and thousands during the warm season. To those latter improvements Col. McCrory will give his usual zeal, and everything will be complete within the coming month.

THE BENEFIT.

This afternoon and evening a benefit is to be accorded Col. McCrory, and a fare of one dollar will be charged for the round trip including the steamboat ride. Let the benefit be a substantial one, and once discovered there will be no lack of appreciation on the part of the public. The Aldermen voted the Lyndale Railway, yesterday, the biggest thing that has been done this season, and they were not over enthusiastic in their appreciation.

NOTES.

There will be music and dancing on the boat to-night until 11 o'clock, and all can join in.

Trains will run to-morrow (Sunday), commencing at 7 A. M., and run every hour until 8 P. M., except between 10 and 1.

Gray & Hoflin, at their drug store corner of Washington avenue and First avenue south, will sell tickets on and after to-day.

Minneapolis Tribune (1867-1908); Jun 12, 1880;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 7

THE LYNDALE EXTENSION.

Arrival of New Cars—The Road Bed Completed—The Season at the Lake.

The heat of yesterday started the crowds towards Lake Calhoun and suggested to sweltering men and women the cool breezes from the lake. The trains on the Lyndale road were well filled with people who had acted upon the hint, and if to-day is like unto its predecessor the number will be materially augmented. The season at the lake will be fairly opened to-day. The steamer Hattie, which up to this time, has been on the dry docks will be steamed up and will make her first trips about the lake to-morrow. The Hattie has been repainted and put in thorough good order.

The road bed for the extension to Lake Harriet has been completed. It skirts the shore of the lake, crossing the common roadway near the cemetery, and thence follows it on an almost parallel line across the outlet and terminates near what is known as the Old Man's Place which is within easy distance of the high and beautiful picnic grounds on the banks of Harriet, which will be improved in due course of events. The iron will arrive during next week and it is expected that cars will be running to lake Harriet by Saturday of next week.

Two open cars of a design and build like those now in use on the Lyndale line were received at the St. Paul, Minneapolis & Manitoba depot yesterday, and will be unloaded and placed on the track to-day, if possible, to meet the demand of the anticipated rush to the lake to-morrow. Col. McCrory now has four open cars for use on the Lyndale Line.

10-22-1880

LYNDALE RAILWAY TIME CARD.

Leave Bridge Square.		Leave Lake Calhoun.		Leave L. Har't.
7:10 a m	4:30 p m	6:20 a m	3:40 p m	7:35 a m
8:45 a m	6:05 p m	7:55 a m	5:30 p m	9:29 a m
10:20 a m	7:30 p m	9:49 a m	6:40 p m	11:13 a m
12:05 p m	9:00 p m	11:30 a m	8:18 p m	2:13 p m
1:30 p m	10:34 p m	12:50 p m	10:04 p m	3:40 p m
3:00 p m	....	2:20 p m	....	5:13 p m
....	....	....	....	8:13 p m

9-16-1881

LYNDALE RAILWAY TIME CARD.

Leave Bridge Sqr. for Lakes.		Lv. Lake Calhoun for Minneapolis.		Leave L. Har't.
7:00 a m	4:30 p m	6:20 a m	3:49 p m	7:45 am
8:45 a m	6:05 p m	7:55 a m	5:30 p m	9:29 am
10:30 a m	7:30 p m	9:49 a m	6:49 p m	11:09 am
12:05 p m	9:00 p m	11:30 a m	8:18 p m	2:18 pm
1:30 p m	10:34 pm	12:50 p m	10:04 pm	3:40 pm
3:00 p m	....	2:20 p m	....	5:09 pm
....	....	....	....	8:13 pm
....	....	....	....	9:46 pm

Minneapolis Tribune (1867-1908); Jul 5, 1880;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 3

THE LYNDALE EXTENSION

The Completion of the Line to Lake Harriet—A Delightful Ride to a Pleasant Spot.

How to Spend a Holiday in a Rational Manner—The Road Through the Woods.

A RIDE ON THE MOTOR.

It is doubtful if any enjoyed the fourth of July better than those who took a quiet trip on the Lyndale line yesterday, and found health and happiness in the refreshing breezes of the beautiful lakes. That the privilege of enjoyment offered was appreciated was sufficiently shown by the number that availed themselves of it. All day the busy little motors were running back and borth dragging their carloads of people to the country. What was noticable, too, was the fact that the list of passengers was largely composed of the laboring classes, of those whose means did not allow any mere extravagant pleasure, and who found in a quiet day at the lake that rest and recreation which a week of work demanded. It is not in a spirit of disrespect that it may be said that Col. McCrory with his visitors is doing as much towards

HEALTH AND MORALITY

as the doctors and ministers combined. Surely a quiet day in God's first temples must exert a morally healthful and refining influence. At least it makes a fellow feel good, and does much towards helping him to carry the burdens of this life, whatever effect it may have upon his prospects in the other.

But it is not the design of this article to sermonize upon the best way of worshiping, whether in the woods or under the stained glass of the sanctuary. The Lyndale line has become so much a feature of Minneapolis that any observations upon its usefulness are unnecessary. Yesterday, however, was a somewhat notable one for the Lyndale line, as it was the opening of the first of the extensions which the management contemplate. The line yesterday was open to trains clear

THROUGH TO LAKE HARRIET.

This extension increases the pleasure of the trip and the utility of the line. Two lakes, among the most attractive in the vicinity, are thus thrown open to the city, while the trip between the two lakes is a very pleasant one. Leaving the former terminus of the line near the Pavilion, the track passes around upon the edge of the bluff, and follows the lake for some distance. Being elevated some thirty feet above the water, a most attractive view is afforded of Lake Calhoun, with the sail boats skimming the surface and the industrious little steamer splashing its way along. For a quarter of a mile the line follows the lake shore and then starts across from Lake Harriet. It is built right through the woods, and upon either side are groves of large trees. A little further on the timber changes to tamarac, the spicey perfume of which fills the air. The road passes through more than a mile of this

TIMBER LANDSCAPE,

forming a pleasing variety with the meadows and wheat fields of Lyndale, which the road to Calhoun traverses. The extension terminates in a beautiful grove on the shores of Lake Harriet, about a mile and a half from Calhoun. A neat little depot has been erected, where refreshments will be served, while boats upon the lake offer the pleasures of the water. Lake Harriet is destined to become more in favor than its neighbor. It is the intention to clear away the underbrush through the entire length of the line, which will increase the beauty of the prospect, and furnish many delightful spots for picnickers. Yesterday's train ran through to Lake Harriet, but the line will be formally opened to-day, when some work yet to be done on the terminus will be completed. Trains will run on regular time, and a pleasanter way to celebrate cannot be desired. The fare for the round trip has been fixed at thirty-five cents from the city to Lake Harriet, to which point tickets will be sold, as well as to Calhoun upon the original rates.

In this connection some notice is due the

STEAMER HATTIE,

for the trouble and expense to which Col. McCrory has been to render the little steamer staunch and safe. The explosions at Minnetonka have naturally weakened the faith of the people in excursion steamers. They feel that the tendency of the average lake steamboat to explode is too active for comfort. Col. McCrory has taken every precaution possible to render the "Hattie" free from these objections. He placed the boat in the hands of Col. Stephenson, United States steamboat inspector, with orders to make the most vigorous test. The tests were made, and the boiler pronounced safe under competent management. To insure the latter result, Col. Stephenson himself furnished a licensed engineer and pilot, each with from fifteen to twenty years experience. Under these circumstances the people may trust themselves to the "Hattie" without fear of accident.

i

BRIEF MENTION
Minneapolis Tribune (1867-1908); Sep 4, 1881; ProQuest Historical Newspapers Minneapolis Tribune (1867-1922) pg. 7

The first regular train on the Lyndale road will run through to Excelsior this morning, leaving Minneapolis at 8:45 A. M. and 1:30 P. M. Returning, will leave Excelsior at 11 A. M. and 4:30 P. M.

During fair week Minnetonka trains on the Minneapolis, Lyndale & Minnetonka railway will run as follows: Leave Minneapolis at 8:45 A. M. and 1:30 and 6:10 P. M.; leave Excelsior at 7 and 11 A. M. and 5 P. M.

Mpls Tribune

10-11-1881

THE MOTOR LINE.

FIFTY THOUSAND DOLLARS' WORTH OF NEW EQUIPMENTS—THAT SCARE HORSE MATTER.

Yesterday afternoon a TRIBUNE reporter visited the general office of the motor line and learned of a large number of improvements to be placed upon the line speedily. At present Col. McCrory finds it all he can do to keep both motors in running order, as the heavy work placed upon them during the past summer has told severely on the machinery, and it is a matter of impossibility to get new motors just at this time. Every locomotive building establishment in America is overrun with orders, and new work is not promised earlier than six months ahead, but the colonel got his orders into the Baldwin works last summer, and may shortly expect new engines, and as soon as they arrive additional trains will be put on the road. The Pullman Palace Car Company is now building twelve new cars for the line, with reversible seats. The new equipments ordered will cost at least $50,000.

Minneapolis Tribune (1867-1908); Dec 28, 1881; ProQuest Historical Newspapers Minneapolis Tribune (1867-1922 pg. 6

THE MOTOR LINE.

A Large Increase to its Rolling Stock—A Well-Equipped Organization.

Col. McCrory, of the Lyndale Railroad Company, returned from New York yesterday, where he has been purchasing rolling stock for his road. Eighteen new cars have been added, enabling the road, with its present equipment, to carry 2,300 persons at once, and in the future Col. McCrory will be able to accommodate promptly and easily the crowds who will avail themselves of the opportunity presented to obtain fresh air, and visit the lakes which surround this city. Of the eighteen new cars purchased ten are the open excursion cars now in use on the road. The remaining eight are closed cars, but so arranged that the windows instead of shutting up as in ordinary cars, drop down their whole length, thus making practically an open car when desired. The cars will be shipped here during the month of February, by which time the new round house of the company will be completed and ready to receive them

As is well known the motor line to Excelsior runs through the garden of the county, its whole length being surrounded with dairies, farms and gardens. The colonel proposes to encourage the farmers and dairymen along his line of road, and to that end will establish a depot and store-house at the city limits by means of which garden and dairy products can be brought to the city direct, and producers secure a ready market for the sale of their wares. The new part of the road between Excelsior and Lake Harriet has been ballasted and level, and travelers to Lake Minnetonka, can now ride to their destination as easily and comfortably as they can inside the city limits.

11-25-1881

LYNDALE RAILWAY TIME CARD.

Leave Bridge Sqr. for Lakes.		Lv. Lake Calhoun for Minneapolis.	
7:00 a m	4:30 p m	6:2 m	3:49 p m
8:45 a m	6:05 p m	7:55 a m	5:30 p m
10:30 a m	7:30 p m	9:42 a m	6:49 p m
12:05 p m	9:00 p m	11:20 a m	8:18 p m
1:30 p m	10:34pm	12:50 p m	10:04pm
6:00 p m	.....	2:20 p m	.....
.....	.....	.....	.....
.....	.....	.....	.....

Minneapolis Tribune (1867-1908); Jun 16, 1879; ProQuest Historical Newspapers Minneapolis Tribune pg. 4

THE LYNDALE IMPROVEMENT.

The Steamer to be Launched To-day—Suggestion of a Benefit Excursion and Ball.

Col. McCrory, of the Lyndale Street Railway is to launch this afternoon, on Lake Calhoun, the commodious excursion steamer which is to do duty on the lake in the future. The steamer is capable of carrying several hundred passengers, and is comfortable, and will in the future be a feature of the lake. It is expected the motors will be on the track tomorrow or Wednesday, and the long talked about Lyndale improvements become a fixed fact. How important a factor the railroad with its easy, cheap communication with the lake, and its pleasure-boat, bath-house etc., provisions is to be, can only be conjectured. The beautiful lakes are brought to the very doors of Minneapolis and will be popular resorts from this out. The company constructed these improvements without asking a dollar of bonus; have expended in the neighborhood of $35,000. Wouldn't it be a good and appropriate thing when everything is in running order, for citizens of Minneapolis to tender Col. McCrory and Col. Innes, as the representatives of the enterprise, a complimentary benefit—a sort of railroad, steamboat and house warming, as it were, with a moonlight excursion on the lake, a hop at the Pavilion, and a general good time. Who will set the ball in motion? THE TRIBUNE but makes the suggestion, and trusts to the appreciation of enterprise on the part of the citizens of Minneapolis for a response.

Minneapolis Tribune (1867-1908); May 28, 1882; ProQuest Historical Newspapers Minneapolis Tribune (1867-1922) pg. 7

Col. McCrory has Taken Another Step to Bring them Within Reach of His Road.

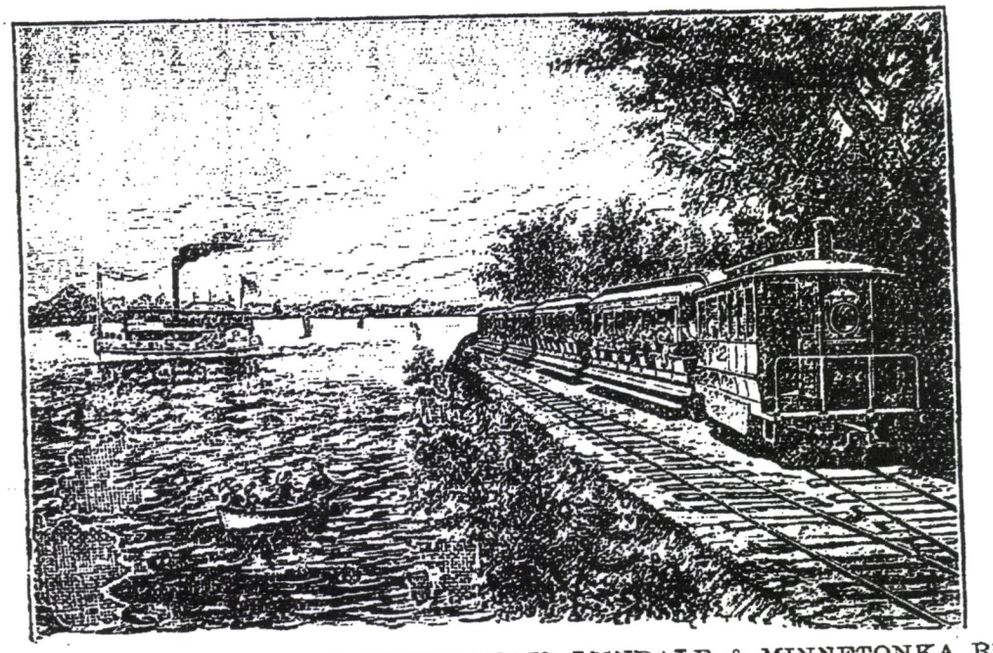
Work Commenced as an Extension of the Lyndale Line to Lake Harriet.

Other Extensive Improvements Which are in Contemplation—On to Minnetonka.

THE DIRT FLYING.

Messrs. Rosser, Beckett & Co., railroad contractors, yesterday entered a contract and commenced work upon an extension of the Lyndale Railway, from its present terminus near the pavilion at Lake Calhoun, which will be carried, as speedily as men and means will do it, to Lake Harriet. The contractors commenced work yesterday on the high bank which skirts the lake in front of the Pavilion, and the line will be extended past the Pavilion to the picturesque and attractive shore of Lake Harriet. This work, as has already been stated, will be completed this season, and it is probable that a further extension will be made to Lake Minnetonka. Col. McCrory declined to volunteer himself to a persistent reporter of THE TRIBUNE last evening, but it I understood that the delay which has already occurred in carrying forward a well-formed plan to make Excelsior and the Lake Park the terminus of the Lyndale railroad has been occasioned by the unsettled state in which other railroad projects pointing toward the same locality are held. Col. McCrory is not ready to commit himself to the declaration of such a purpose at the present time. The extention to Lake Harriet, however, contemplates a more extensive improvement than the building of the line of road. Buildings are to be put up and the grounds prepared more especially for the comfort and enjoyment of camping and pic-nic parties and the locality will be utterly removed from the contamination of liquor and the rowdy element that always congregates about it. The piece of road already under contract is about a mile and a half in length, and will make accessible the beautiful banks of Lake Harriet just this side of Sunny Side farm of General Reeve. The road will skirt the banks of Lake Calhoun for nearly half the distance, and the improvements to be made on the bank of the lake will be of so excellent a character as to add immensurably to the attractive features of the Lyndale road. The excursions and improvements will be prosecuted with vigor, and will be in full readiness for the summer business soon to set in. Col. McCrory has not abandoned the project of connecting the two lakes by a canal through which the steamer Hattie can pass, and is full of plans to make the lakes the popular resorts they are intended by nature to be. He has already built two cottages at the Lake Calhoun, into which two of his employees are moving.

Minneapolis Tribune (1867-1908); Jan 1, 1882;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 5



"THE MOTOR LINE"--THE MINNEAPOLIS, LYNDALE & MINNETONKA R'Y.

THE MOTOR LINE.

A Glance at the Business and Prospects of the Minneapolis, Lyndale & Minnetonka Railway.

The Construction of New Buildings Necessary to Meet the Demands of Business in 1882.

No Serious Accidents Since the Road Began Business—800,000 Passengers Safely Carried.

A POPULAR ROAD.

A novel and successful institution, which is highly characteristic of the thriving city which has contributed so much to its success, is the Minneapolis, Lyndale and Lake Minnetonka Railway Co., composed of the consolidated Minneapolis, Lyndale & Lake Calhoun Railway Co., the Minneapolis & Lake Park Railway Co. and the Lyndale Railway Co. Wm. M'Crory is president, R. S. Innes is general passenger agent, and S. E. Neiler is treasurer of the company.

One important reason of the success of the little road is found in the fact of its terminis at each end of the route being located at prominent points, where it is easily accessible to its patrons. The eastern end of the road commences at Bridge square, running southwesterly through the most populous part of the city about two miles; thence over the prairie, passing through

THE GARDEN OF HENNEPIN COUNTY,

across a most charming landscape. This is the most attractive and picturesque route to the lakes, and the shortest, therefore the cheapest. At Bridge square, the point of beginning, are located the post-office and City Hall building, the Market house, Pence Opera House, and scores of prominent business interests. The suspension bridge, connecting the East with the West Divisions, combines to make this location the most central in the city.

Besides these the new Union depot, about to be erected on Bridge square, within a distance of one block from the end of the motor track, will be occupied by three of the leading railways terminating in Minneapolis, as a central passenger depot. This, of course, will contribute largely to the passenger traffic of the motor line, especially in summer, when the tide of pleasure-seeking travelers sets in from the East and South. The motor line will give them direct and prompt transit to the lakes.

The various attractions at Lake Calhoun, consisting of the steamer and numerous sail and row boats, bath houses, groves and parks, with the Pavilion House, makes that place one of the

MOST POPULAR RESORTS

in this vicinity. The motor line is the only railway passing through this point.

Lakewood cemetery, the next place of importance, is one of the most beautiful locations that could be selected. Leaving the cemetery the line passes through "Tamarac Grove," one mile east of Lake Harriet, a popular resort for Minneapolians.

From Lake Harriet to Lake Minnetonka the road passes through fourteen miles of fine farming lands, and winds through the "Minnetonka mountains," past the celebrated "Purgatory" springs and Christmas lake—a landscape of superior attraction; follows about four miles the margin of Lake Minnetonka, and passing through Excelsior and around Gideno's bay, finds its present western terminus at Lake Park.

The popularity and convenience of the road have led to the erection of hundreds of dwellings along the line. It is probable that the coming season will witness

DOUBLE THE AMOUNT OF BUILDING

operations of 1881. Within a few years many of the business men of Minneapolis have built summer cottages at various points on the line, where with their families they escape the heat, dust and noise of the busy city, and revel in the enjoyments of rural life, with the attractions of cool breezes, fresh air, and a lovely panorama of nature's beauty spread before them. The trains of the Lyndale road are so timed as to enable one to reach the office or store before business hours and to return in the evening in ample time for tea, or usually after the opera.

The trains are run to fully accommodate the traveling public. In the summer trains run between Minneapolis and Lake Park every hour and a half, making direct connection with steamers which convey passengers to any point on the Upper Lake.

During the past year the company built and equipped fourteen miles of road. The equipment consists of fourteen open and ten closed excursion cars, giving pleasure parties the benefit of fresh air, and an unobstructed view of the beautiful scenery along the route. In addition there are two motors, one locomotive, one caboose, one box car, ten flat cars, and at Lake Calhoun a side-wheel steamer and 100 bath-houses.

During the coming season the line will be extended to Lake Park Hotel, and the road will be put in such excellent condition as to accommodate the traveling public in any numbers that may see fit to come.

THE SAFETY OF THE LINE

can not be questioned when over 800,000 passengers have been carried without a single accident, where the company has been at fault, during the two and one-half years since operations began. During the year 1881, the company built at Lake Calhoun, a round house, a water station and a ware house, and at Excelsior a windmill and water station with capacity for twelve locomotives. During the coming season station houses will be built at Lake Calhoun and Lake Minnetonka.

The road is prepared to do a large freight business, and will be useful in conveying farm produce to the city, and in carrying necessary commodities to the farmers along the line.

Minneapolis Tribune (1867-1908); Jan 1, 1883;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 16

~~THE MOTOR~~ LINE.

THE MINNEAPOLIS, LYNDALE & MINNETONKA RAILWAY.

A Popular Pleasure Route—Over a Million Passengers Safely Carried—Prospective Improvements.

This popular and highly convenient railway has grown rapidly in public favor, and has enjoyed a successful year. Over 888,000 passengers were carried since last January, making a total of about 1,100,000 since the road was opened, in the summer of 1879, without a single accident to a passenger. The scenery along the road includes quite as great a variety as is generally found in Minnesota, comprising forest, lake and prairie, the landscape being one of the most beautiful. The road, starting from Bridge square, the most central portion of the city, and passing southwesterly through the most populous portion of the city, winds across the little intervening prairie left between the city and Lake Calhoun, then skirts along the shores of this and Lake Harriet, past Lakewood cemetery. From Lake Harriet to Lake Minnetonka the road traverses 14 miles of

EXCELLENT FARMING LANDS,

passing Shady Oak lake and Lakes Wynn, Glenn and Henry, through the "Minnetonka mountains," past "Purgatory springs," the waters of which are equal to that of the Waukesha springs, a chemical analysis showing the former to be possessed of about the same properties. After leaving Christmas lake the route follows the margin of Lake Minnetonka about four miles to Excelsior.

The new shops and roundhouse at Lake Calhoun have just been completed at an expense of $15,000, affording ample accommodation for the purposes designed. The amount expended for equipment was $28,000, the same sum was paid for construction, and the total value of the improvements was $71,000.

Although the track had been built along the entire route a year ago the ballasting was not completed until last July, connection with Lake Minnetonka being secured in time for the accommodation of the tide of summer travel to that resort.

As a fact unprecedented in the history of railway enterprises it is stated that this road has not only covered expenses, but

HAS PAID DIVIDENDS

from the very commencement of operations.

During the coming season the entire track from Bridge Square to Lake Harriett will be laid with steel. There will also be built neat little stations or waiting pavilions at Lake Harriett, Grimes' station, Purgatory springs and at Excelsior.

There is a probability that the management will construct a branch line up the east shore to Hotel St. Louis, diverging from the main line about a mile beyond Purgatory springs.

The equipment consists of 21 open and closed passenger coaches, besides there are four motors, one locomotive, one caboose, one box car and 10 flat cars. Four additional coaches will be required in the spring. Seven coaches and two motors were placed on the road last year.

The usefulness and convenience of the road are so well established, and it has had so much to do with developing the western suburbs of the city, having caused a great increase in value of property in that locality, that it can justly claim to be one of the most valuable adjuncts to the city's growth.

The extensive improvements in progress at Lake Minnetonka, together with improvements at Lakes Harriet and Calhoun must have a tendency to attract a larger amount of travel next summer than ever before. At Lake Harriet owners of real estate have platted their lands into lots, designed an elaborate boulevard, and built a number of cottages on the easterly shore of the lake. Lake Calhoun contracts have been let for the erection of 25 cottages; one or two stores will be built this winter, and

OTHER IMPROVEMENTS ARE PROJECTED.

Chief among these will be the transformation of the Pavilion into a first class hotel. The proprietors announce their determination to remodel the structure, building an addition, which will afford from 50 to 100 rooms, providing they can find a suitable landlord. The improvements named cannot fail to attract thousands to these handy and popular resorts.

Mpls Tribune 12-31-1883

The Motor Line.

The Minneapolis, Lyndale & Minnetonk railway, generally known as the Moto Line, has done an amount of work largely in excess of the previous year. In 1882 there were carried 338,000 passengers. In 1883 there has been an increase of 197,000, bringing the number up to 535,000 and giving a total number since its opening in 1879 of 1,636,000. The variety and beauty of the scenery afforded from this road have made it a favorite with pleasure seekers from the city and an attraction to visitors from all parts of the country. In addition to the shops and roundhouse at Lake Calhoun, built in 1882, there has been considerable outlay in improvements this year. These have consisted of the fitting up of two new shops with equipments, and repairing those already in existence. There has also been built a new depot at Lake Calhoun. There have been two miles of steel rails laid between Calhoun and the city, and the track has been fitted with new ties between the same points. This track has been put in condition for an electric motor, which may be substituted for steam. The president states that this road paid running expenses from the start, and has in addition paid dividends ever since it was opened. The equipment is to be nearly doubled the ensuing year.

→ 6-21-1884

New Time Card on the Motor Line.

A new time card goes into effect on the Motor Line tomorrow morning, by which trains will run as follows: Leave Minneapolis *6:43 (except Sunday), 7:43, 8:15, 9, 9:40, 10:35, 11:10 a. m., and 12:10, 12:45, 1:30, 2:15, 3, 3:45, 4:30, 5:15, 5:40, 6:10, 6:30, 7:30, 8, 8:30, 9:30, 10:15, 11, and 11:35 p. m. Those leaving at 9 a. m., 12:10, 5:15, and 8 p. m., run to Excelsior. Those leaving at 7:48, 8:15, 9, 9:40, 10:35, 11:10 a. m., and 12:10, 1:30, 2:15, 3:45, 5:15, 6:10, 8, 9:30 p. m., run to Harriet. All others run to Lake Calhoun only. Coming in trains leave Excelsior at 7:25 and 10:40 a. m., and 4:10 and 7 p. m. The last train in from Harriet is at 10:05 p. m., and the last one from Calhoun at 11 p. m.

Mpls Tribune 9-7-1884

The Motor Line.

On and after Sunday, September 7, the trains for Minnetonka will leave Minneapolis at 9 a. m., 12:10 p. m., and 5:15 p. m. Trains for Minnehaha Falls will leave Washington Avenue at 7:30, 9:40, and 11:30 a. m., and 1:30, 3:45, 5:40, and 7:40 p. m.; and returning will leave Minnehaha Falls at 8:30 and 10:45 a. m., and 12:40, 2:30, 4:30, 6:30, and 8:50 p. m.

Minneapolis Tribune (1867-1908); Nov 2, 1884;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 7

A SOLID SUCCESS.

A Prosperous Suburban Railway—The Minneapolis, Lyndale, and Minnetonka System.

Difficulties Overcome, and Prosperous Progress Achieved — An Indispensable Adjunct.

The year that is now drawing to a close has marked the turning point in the history and progress of the Minneapolis, Lyndale and Minnetonka Railway Company, and from this time forward that enterprise can be reasonably regarded as on a firm basis, and as constituting one of the most promising business undertakings in the Northwest. Incorporated in June, 1878, this company, from the outset, encountered many difficulties and obstacles, each of which has been overcome in succession, until there would seem to be nothing before it at the present date except a prosperous and profitable career. Almost from its inception to the present season the enterprise has been handicapped by the necessity of building additional trackage each year, thus drawing excessively upon its resources and current earnings, at the same time that it necessarily reduced its earnings by diverting its rolling stock and its energies to construction work instead of taking care of the traffic which naturally came to it. In addition to these drawbacks, inseparable from the situation in a growing, developing community, special contingencies have arisen which have compelled a large outlay of money and temporarily delayed the completion of the system necessary to its most advantageous operation. The line was constructed and put in operation from First Street in Minneapolis to Lake Minnetonka in 1879, and in 1880 the track was extended through Lakewood Cemetery to Lake Harriet. In the following season the line was further extended to Excelsior on Lake Minnetonka, making in all about twenty miles of continuous road. In 1883 by reason of the replatting of the lands on the margin of Lake Calhoun the yards, depots, car-houses, offices, etc., of the railroad company were required to be moved, involving a large expense and no little delay to traffic. During the present season of 1884 the motor system has culminated in the construction and opening of the branch line extending to Minnehaha Falls. If the road as it now exists could have been constructed in the first one or two years of its history, it is impossible to say to what dimensions its traffic would have grown by the present time. It is enough to know that, in spite of all the drawbacks and hindrances incident to gradual construction, the company has earned enough to pay all operating expenses and all fixed charges and leave a small per cent. applicable to its capital stock of $1,000,000. The marvelous growth of the city and its environs during the past five years has totally changed the outlook for the Lyndale road. That growth has assured for it a future that could not have been by any possibility counted upon when the enterprise first took shape. When the railway corporation was formed Minneapolis had less than 41,000 population; today it has more than 100,000. The fact that the road is the favorite suburban line of the city, that it traverses the heart of the metropolis, parallel to and near by the principal retail street, that it has its city terminus at or near the new Union Depot on the river bank, and that it is the chief means of transit between the city and those charming lakes which constitute the famous summer resorts adjacent, tells the story of the need and the opportunity of the motor line system. The potency of this road in

BUILDING UP A TRAFFIC FOR ITSELF

and in shaping the growth of the great city is strikingly illustrated by the building industry which is springing up along its line between what was once the city of Minneapolis and Lake Calhoun. An almost unbroken mass of dwelling houses, interspersed with shops, stores and factories, now occupies the ground on either side of the motor line almost all the way to Calhoun, whereas even three years ago the same region was almost unbroken and unoccupied prairie. The open excursion and observatory cars run upon this line are a popular feature which the public has not failed to appreciate and patronize. The fact that the train stops at any street crossing within the city limits gives to the motor line an additional value to the citizens which can scarcely be over estimated. Now that Lakes Calhoun and Harriet, those charming and incomparable sheets of fresh water, have been taken into the city limits, our citizens have just awakened to the fact that they are easy of access and constitute a resort for the million. Out of the dust and the racket of the metropolis the tired denizen, with wife and children, may go to the shores of these lakes in a delightful ride of a quarter of an hour, and for a moment almost forget that he is not in the heart of the Adirondacks. Leaving Lake Harriet the line passes through superb farming lands, skirts Twin Lake, Glen Lake, and Shady Lake, touches at Lyndale Medical Springs and Christmas Lake, and then bursts suddenly upon the glorious scenery of Lake Minnetonka. What that resort is nobody needs to be told. Its fame has gone to the ends of the earth. With Lake Minnetonka as a watering place the season of 1884, with all its drawbacks, was a crucial test and a turning point. The fact is settled beyond possibility of reversal that Minnetonka not only is to be but is more than the Saratoga of the Northwest. It is the summer sanitarium of the Mississippi Valley. This fact is to be accepted and acted upon and it will grow upon this community and upon the country as the seasons pass. Its hotels are magnificent and capacious. Its air is in itself a medicine and a tonic, and the impressions made upon those who have recently frequented Minnetonka waters are the best possible guaranty not only that these will come again but that they will bring everybody else with them. The Lake Park, The Lafayette, The St. Louis, and all the minor hostelries at Excelsior, Wayzata, and elsewhere, constitute an aggregation of summer homes which cannot well be improved upon. The summer travel between the city and the lakes will shortly be such as to require a double track for the motor line, for already the single track is often overtaxed with the multitude of pleasure seekers and health seekers who throng its open cars. The construction of the branch to the Falls of Minnehaha, is an important step, and cannot fail to add largely, both to the gross and the net revenues of the company.

NEEDED EXTENSIONS.

At Minnehaha Falls the Motor Line is within two miles of Fort Snelling, the largest military post in the West, and headquarters of the leading military department. From the Falls to St. Paul the distance is about six and one-half miles. The Motor Line ought to be extended without delay via Fort Snelling to St. Paul, and that this will be done ought to be as certain as that ordinary business sagacity will control the operations of the company. Such an extension, taken together with the present line, would constitute a very direct route from St. Paul, Minnehaha Falls, and Lakes Calhoun, Harriet, and Minnetonka, and the patronage which it would have from the Capital city could not fail to be very great.

At Lake Minnetonka also there should be an extension of the system up the east shore, passing the Hotel St. Louis, and another up the south shore as far as Smithtown Bay. Such extensions judiciously constructed would bring into demand and render available many miles of lake front which would be purchased by residents of the two cities, and indeed of other States, and transformed into cottage sites.

The company now has its round house and shops completed, and is prepared to do all its own work, being amply supplied with tools of all kinds and an adequate mechanical equipment. The rolling stock at present consists of five engines, seventeen passenger cars, eleven flat cars, ten dump cars, two box cars, two hand cars and one iron car. The company also owns one side-wheel steamer on Lake Calhoun with a capacity of 300 passengers. The construction and equipment account of the company to the present date stands thus:

Construction account	$333,918.83
Right of way	14,062.22
Equipment	63,730.00
Buildings, shops, machinery, telegraph line, steamer, docks, water stations, turntables, bath houses, etc.	56,297.05
Total	$508,048.74

Following is a comparative statement of the number of passengers carried in the several years during which the line has been operated:

YEAR.	NO. OF PASSENGERS.	RATIO OF INCREASE, P'R CT.
For the year 1880,	164,224	
For the year 1881,	213,423	31
For the year 1882,	323,706	53
For the year 1883,	508,047	54
Jan. 1 to Aug. 31, 1884, 437,934		
Estimate balance, 1884, 225,000		
Total for the year 1884,	662,934	31

For the courage and tenacity with which he has pushed this enterprise Col. McCrory, the President and chief owner of the company, deserves high commendation. Amid difficulties which would have dismayed most men he has carried the undertaking through to conspicuous success and is well entitled to the reward which that success implies. With the timely substitution of a more satisfactory motive power through the denser portions of the city the last remnants of opposition will disappear, and it is to be assumed that before many months this desired change will be consummated. This done, the relations of the Minneapolis, Lyndale, and Minnetonka Railway Company to the city and its people will be close, cordial, and with increasing reciprocity of benefit.

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Minneapolis Tribune (1867-1908); May 28, 1885;
ProQuest Historical Newspapers Minneapolis Tribune (1867-19
pg. 4

The Motor Line.

Much comment has been occasioned by the late turn in the financial affairs of the Minneapolis, Lyndale and Minnetonka railroad, commonly known as the motor line. Its present management has been laboring under embarrassments for some time, and a floating debt of $150,000 has accrued, while the interest on the bonded debt is considerably in arrears. In March the TRIBUNE (exclusively) outlined a plan which was under discussion among local capitalists for the reorganization of the motor property by a Minneapolis syndicate. This project at one time seemed near success, but it collapsed for reasons which need not be specified. The plan is said to have embraced the issue of new bonds to the amount of $600,000 which would have completely covered the entire floating and bonded indebtedness of the road—aggregating about $400,000—and would have left something with which to improve and extend the property. The Minnehaha branch was to be extended to Fort Snelling, the cable system was to be used inside Seventeenth street, and the road was to be altered to standard guage. Such at least are understood to be the arrangements which were contemplated by the syndicate.

Six or seven weeks ago this plan of reorganization was abandoned by General Washburn and the other gentlemen associated with him in the plan, on the ground that the affairs of the road were too deeply involved. In New York last week General Washburn purchased the controlling interest in the bonds, and thus fell heir to a foreclosure suit which had just been instituted by the Farmers' Loan and Trust Company, interest being in default for a year. Application for the appointment of a receiver has been made, and the case is set for hearing next Saturday in the United States Circuit Court at St. Paul. Colonel McCrory will resist the attempt to throw the property into a receivership for the benefit of the bondholders, and will, presumably, endeavor to effect a sale of the road to other parties than those who desire to obtain possession by foreclosure. The people of Minneapolis will watch with more than ordinary interest the progress of this litigation. Col. McCrory has a large number of friends and well wishers who will regret any personal losses or misfortunes which that gentleman may possibly suffer by reason of the embarrassed condition of the road. It will be fortunate for Minneapolis if the road shall continue in the hands of our own citizens. If, as seems probable, Gen. Washburn and his friends come into possession through a mortgage sale, it is supposed that they will carry out the same program of reconstruction as was planned two or three months ago by the sydicate.

The Minneapolis, Lyndale and Minnetonka.

There were no new developments in the motor line case yesterday. The first moves of the syndicate which was to take possession of it, were fully explained by the TRIBUNE last March, at which time, by the way, every paper in this vicinity, except the St. Paul *Globe*, assured the public that the whole thing was a sensational falsehood of the TRIBUNE's own conception, and Colonel McCrory said practically the same thing.

The situation now is briefly this: Outside of the bonded debt and accrued interest, amounting all told to $270,000, there is a floating debt of $150,000, held by banks and others in Minneapolis. Colonel McCrory thinks this interest will contest the appointment of a receiver and the sale of the road, as the earnings are now $70,000 to $80,000 per annum, and operating expenses only $40,000. He says that he was surprised by the suit, and thinks that an unfair advantage has been taken of him by General Washburn and others. He admits that the plans for the improvement and extension of the road were correct as published in the TRIBUNE.

General W. D. Washburn said to a TRIBUNE reporter, who interviewed him yesterday, that all there was to the suit was the fact that the interest had not been paid since last October; that he had made an effort last March to form a syndicate to get the road into shape and extend it, but examination showed it to be impossible to do this without closing it, and beginning from the bottom. This had to be, and when he acquired control of the bonds a suit had already been begun. He was simply the inheritor by purchase, of that suit. If the floating debt holders desired to participate in the reorganization they could do so, and would find him fairly disposed. The case will be heard in St. Paul Saturday, the 30th inst.

5-28-1885

Minneapolis Tribune (1867-1908); Jun 26, 1885;
ProQuest Historical Newspapers Minneapolis Tribune (1
pg. 2

THE HEADLIGHT.

The Motor Suit Again Postponed in the U. S. Circuit Court.

Depositions and Affidavits of the Parties Interested in the Case.

The Manitoba's Preparations for the Excursion Season —Lake Travel.

Goes to Garrison's Estate—Western Indiana and Belt Line—Flashes

Before Judge Nelson, of the United States circuit court, sitting in chambers at St. Paul yesterday, the suit of the Farmers' loan and trust company, of New York, vs. the Minneapolis, Lyndale and Minnetonka railway company, came up upon an application by the receiver for the appointment of a receiver for the Minneapolis, Lyndale and Minnetonka road, better known as the motor line. There was an imposing array of counsel on both sides of the case, the trust company being represented by Messrs. Randall & Truesdale, E. M. Wilson and H. J. Horn, while Judge J. M. Shaw, Gordon E. Cole and Messrs. Cross, Hicks & Carleton appeared for the railway company.

Counsel for the plaintiff offered the depositions of the following persons, as to the condition of the road, viz., W. D. Washburn, J. W. Johnson, and T. E. Clarke, superintendent of the Minneapolis and St. Louis road. The first deposition read, that of W. D. Washburn, set forth that the defendant company was wholly insolvent, and with local claims against it of $15,000. The management, in the face of these facts, had been purchasing new rolling stock and other equipments, to the prejudice of the bondholders' interest. Deponent further affirmed that the company's revenue from Minnetonka traffic was uncertain in amount, and the season very short, and further that its only additional income was derived from suburban travel, which was insufficient to maintain the road. The statements of Messrs. Clarke and Johnson were in substantial accord with that of General Washburn.

The plaintiffs offered, in addition the affidavits of George W. Fowler, of Brooklyn, New York, showing the trust company to be in default as agents of the motor road in the payment of interest on its bonds. The deposition of D. M. Morgan, president of the first national bank of Bridgeport, Conn., was read, confirming the affidavit of Roswell G. Hastman, president of the Farmers loan and trust company, declared that the statement of Messrs. Fowler and Morgan as to the trust company's having no money of the motor company with which to pay interest, was correct, and that no funds for that purpose had been deposited with them since October 1, 1883.

J. H. Randall's affidavit showed the ownership of the rolling stock used by the motor company. Sidney Shreiber's affidavit set forth that the employes of the motor line had not been paid regularly, and could, upon the average, get none of their pay until about the 15th day of the second month after it became due. E. M. Wilson offered proof that Francis Morse holds a judgment of about $4,000 against the company for the right of way at Excelsior. The reports of the company to the railway commissioner for 1882, 1883 and 1884 were read and offered in evidence. They showed that the indebtedness of the company had increased at the rate of $30,000 per year without increase in the mileage.

In meeting this mass of testimony, the company presented a sworn statement as to the value of its property, franchises, etc., and estimating the right of way alone to be worth $150,000. Other affidavits were then read, supporting the claim of the plaintiff that the company is insolvent. After the reading of the dispositions, counsel for the railway asked the court for additional time to make their answer to the allegations of the plaintiffs, which was granted, and an adjournment taken until July 8.

Colonel McCrory, president of the motor line, was seen by a TRIBUNE reporter last evening, and while not willing to give details, intimated that the matter was practically out of the courts, and would be amicably arranged in a few days. From another source it was learned that the line would soon pass into the hands of the Milwaukee road, and be made a part of their system in and near this city. Still another report was in circulation last night, to the effect that the property would pass into the possession of a syndicate in which the Wisconsin Central was heavily interested.

Mpls Tribune 6-30-1885

Reorganizing the Motor Line.

Colonel McCrory does not say much at the present time, and shuns the wily reporter as he would a rattlesnake. Nevertheless the colonel is happy, for he has come out on top in his little stand-up-and-knock-down affair with the creditors of the Motor line. The sale to Mr. Pillsbury, particulars of which appeared in yesterday's TRIBUNE, was in the nature of a trust sale rather than an actual purchase by that gentleman for his own account. The parties advancing the money to buy the bonds held by General Washburn were Hon. John Sherman, of Ohio, and a syndicate of Columbus, Ohio, capitalists, some of whom have been interested in the road heretofore to a limited extent.

The new holders of the bonds are all friendly to Colonel McCrory, and bought in with the understanding that the road should remain under the management of the colonel, as heretofore. The road will be made a cable line to a point beyond the hill, and from thence the motors will take the trains. The Fort Snelling extension will be completed at once, and the entire property placed in first-class condition, both as to equipment and track. The extension to St. Paul making a Minnetonka short line is among the proposed improvements, but no definite action has been taken as yet in that direction. The reorganization is to be perfected as soon as the necessary legal formalities have been complied with, when new a board of directors will be elected and Mr. Pillsbury made president, with Colonel McCrory as vice-president and general manager.

Mpls Tribune 9-20-1885

Change of Time in Motor Line.

On and after September 17, 1885, trains will leave Washington avenue every half hour from 6:30 a. m. to 9 p. m., excepting at noon and 6 p. m., which will leave at 12:10 and 6:10 p. m. The Excelsior trains leave at 9 a. m. and 12:10 and 5 p. m. The Minnehaha trains at 7, 9, 10 and 11 a. m., and at 2, 3, 4 and 6:10 p. m., and also at 1 and 5 p. m. on Sundays only. New time cards can be had today.

MPLS TRIBUNE 10-1-1884

The change of time on the Motor Line takes effect Thursday morning, October 2, as follows: Trains for Minnetonka leave at 7:30 and 10 a. m. and 3:45 p. m.; returning, leave Excelsior at 9:10, 12, and 5:25. Minnehaha Falls trains leave at 8:15 and 10 a. m. and 1:30, 3, and 4:30 p. m.; returning, leave the falls at 9:50 and 11:15 a. m. and 2:50, 4:20, and 5:20 p. m.

MPLS TRIBUNE 1-1-1886

The Motor Line.

During the past year the Minneapolis, Lyndale & Minnetonka Railroad—better known, however, simply as "the motor," has changed hands, the McCrory interest retiring; and it is now controlled by a syndicate, of which Mr. S. S. Small is president, and, so far as can be seen at present, general manager of the institution, but it is pretty generally understood that the road is actually controlled by Messrs. J. J. Hill and C. A. Pillsbury. Be this as it may, the new company propose to do business next season, and to this end have gone into extensive improvements, which include double-tracking the road from the Union depot to Lake Calhoun, running to St. Paul via Fort Snelling, and circling Lake Minnetonka. Of these the double tracking to Calhoun is substantially completed, and one mile has been laid between this city and Fort Snelling. As it stands, the plant is well worth the $350,000 paid for it last summer, as it comprises 28 miles of track to date, of which four miles were laid in 1885; six motors worth $4,500 each; one engine valued at $6,000, and 32 cars, with six new ones overdue. Besides this are round houses and railroad buildings at Calhoun and Excelsior, with large tracts of real estate at both places, which, with the right of way and other privileges enjoyed, the unquestioned growth of the city in the years to come, and the rapid increase of travel, tend to make the road one of the best "things" in the West. It employs, on the average, about 100 men, but during November 150 were at work.

The following table of the number of passengers carried during 1885 furnishes a great deal of food for reflection:

	No. Pass'rs Carried.
January	22,947
February	30,149
March	36,247
April	39,851
May	22,924
June	51,306
July	104,9[illegible]
August	102,[illegible]35
September	73,654
October	67,[illegible]
November	62,[illegible]
December	62,960
Total passengers 1885	[illegible]
Total passengers 1884	[illegible]
Increase of 1885	143,212

At the present rate of increase the motor will carry about 1,000,000 passengers the coming season. With due allowance made to "dead heads" and conductors, the motor line has carried 700,000 people in 1885. It is difficult to estimate the average fare. The large proportion are five cents, but dimes are numerous and "quarters" always seen. Then, too, throughout the summer thousands are carried to Minnetonka at 75 cents the round trip, and excursionists to Calhoun and Harriet at 25 cents a head, are decidedly too numerous for comfort. Perhaps an average price of 15 cents for each passenger carried would be fair. A little arithmetic shows that 700,000 passengers at 15 cents each, mean $105,000 to the company, and it is safe to say that the gross earnings of the road from this time on will never go under that figure.

9-13-1886

The Matter with the Motor.

The Eighth ward was in a high state of indignation last evening over what was termed an illustration of the characteristic bad management on the motor line. The train leaving Calhoun at 7 o'clock was held at Nicollet avenue and Thirty-first street over 20 minutes to take on the Minnehaha Falls train, instead of having the next train pick it up or run it through as a special. When at last started with the Falls train of four cars packed full, there was a stop to take on passengers at every street, although a motor and three cars as good as empty were close behind. The run from Thirty-first street to Sixth, took over half an hour, the motor with the heavy train getting stalled on the Thirteenth street curve. The result was that people all along the line were prevented from reaching church in time, and cut off from communication with the city except by horse cars on Fourth avenue for 40 minutes. The Eighth ward people are fast getting into a condition for an outbreak of some kind, patience with what is pronounced high handed outrages by the motor being long passed. It is claimed that Nicollet avenue from Lake street to Thirty-first has been virtually shut off from travel by carriages for weeks, and is likely to continue so as much longer on account of being torn up by the Motor company in lowering their tracks. A pretense is being made of restoring the avenue to a passable condition, but it goes on so slowly as to be a travesty. There is talk of asking the street railway company to increase the number of their lines into the ward, to give nearer means of reaching down town than afforded by the Lyndale and Fourth avenue cars. It is believed a line between Hennepin avenue and Lake Calhoun, and another at about Pleasant avenue, would prove profitable. That section is becoming so thickly settled, with the majority dependent upon the motor company, that other channels of travel would be well patronized. Another grievance with the ward is the unreasonable and annoying delay at Sixth street. The time from Lake Calhoun to Sixth street is supposed to be 20 minutes, and an additional 10 minutes is consumed in switching and connecting with the electric motor and running to Washington avenue, four blocks away. If all the mutterings and maledictions mean anything there is a cyclone of condemnation threatening a swooping down upon the motor line officials.

Office DEPOT.®

SRJ APR 1886

The heaviest work we have done so far is in Minneapolis, Minn., and that during the winter months when snow and ice are faithful companions on the track; whether invited or not, they are there, never fail.

Before undertaking the job I was very much afraid that electricity would not be practicable in a climate where the thermometer rises seldom above the freezing point, for at least three months of the year. All my fears, however, have been removed in the past six weeks; we have ascended the grade and turned the curves with at least as much facility as the steam dummies. On one occasion the steam dummy brought us down to the road where we had our electrical connections. The steam dummy got stuck with our motor car and a large open car, the latter about fifty feet long; we dismissed the dummy, and as soon as we had current on we furrowed our way through the snow and had the track clear in a short time. This proves that we could do at least as much as the dummy.

A brief description of the track will give an idea of the work done by the motor.

Starting from Bridge square is a curve sixty feet radius; the road is then straight for about a mile, but rises and falls continually until 13th is reached, here is another curve of fifty feet radius to right, one block further is a similar curve to the left, the rest of the road straight, but continually rising up to 24th street, the top of the hill; the steepest grade is about fifteen hundred feet long, and six per cent. beyond this is a switch and the termini of our present electrical equipment.

The electrical plant consists at present of one 60 horse-power generator and a 50 horse-power motor. Our circuit consists of the rails for one side and an overhead wire, 3-10 inch copper wire, for the side.

VAN DEPOELE ELECTRIC ROAD
Minneapolis Tribune (1867-1908); Sep 11, 1886;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922
pg. 8

VAN DEPOELE ELECTRIC ROAD.

The System Working Successfully in Minneapolis and Other Cities—The Results Attained—Increasing in Favor.

The cars of the Minneapolis, Lyndale & Minnetonka Railway have been run with the Van Depoele Electric Motor since May 17, delivering the trains going out of the city to and receiving the trains going into the city from the steam locomotives at Sixth street, running 18 trains each way, commencing at 6:30 a. m. and ending at 11:30 p. m.

SRJ JUN 1886

St. Paul Pioneer Press says: "The car was run up to Washington Avenue with only a few slight detentions caused by the partial disarrangement of some of the overhead wires. In the mean time the crowd of spectators increased until the sidewalks were literally filled from First to Fourth Street, while an open-air mass meeting was held at the corner of Washington Avenue. This motor was moved back and forth several times between Washington Avenue and First Street, the platform of the car being covered with spectators and with enterprising curiosity hunters hanging to every available projection. Here the electric motor remained, until the four o'clock train arrived from the lake. The latter went out on its regular time, and after it had reached Third Street, Mr. Van Depoele crossed Washington Avenue and started in pursuit. The rate of speed on the outgoing trip was about equal to that made by the regular train, the electric machinery passing the switch above Fourth Street without detention, and making the ascent at that point without apparent difficulty. As it passed out of sight toward the lake, the crowd of spectators dispersed, each having seen a car driven by electricity; a feat, which would have been considered utterly impracticable only a few years ago. That the electric motor will run at a fair rate of speed was satisfactorily demonstrated yesterday, and the Van Depoele Electric Manufacturing Company will now undertake to show that their motor can also overcome another obstacle in the shape of heavily laden passenger cars, and it is hoped that this important experiment will be fully as successful as that made yesterday afternoon. If the lighter grade of passenger cars can be (pulled) moved by electricity and in such a manner as to meet all reasonable demands, it is safe to predict that great changes will be witnessed in Minneapolis and St. Paul within the next year."

MPLS TRIBUNE 3-17-1886

A Break By the Soda Motor.

The public trial of the soda motor intended to have been given for the benefit of the city officials yesterday afternoon, proved a failure on account of some disarrangement of the machinery. The members of the city council and a large party of citizens went out to Lake Calhoun, where the test was to have been made, on the train leaving Sixth street at 2:30 o'clock, but did not alight when reaching the lake, as President S. S. Small, of the motor company, declared the trial "off" until today, on account of the breakage of the thermometer connected with the soda boiler. Doubts are beginning to be expressed that the soda motor will not be as practical in its use as the electric motor, and it is said by many that the trial by the latter was under conditions showing it to be really superior to the soda motor. The electric motor was put on in midwinter when the track was covered with ice and snow, and was run up and down grades and around several sharp curves, while the soda motor is being tried on a level track with one easy curve. This, it is claimed, does not allow a fair comparison of the capabilities of the two motors. Another test of the soda will probably be tried this afternoon.

MPLS TRIBUNE 3-18-1886

The Soda Motor Satisfactory.

The soda motor was given a trial yesterday afternoon, and worked satisfactorily. The test was witnessed by a large party of city officials and citizens, all of whom expressed themselves pleased with the result. It is said that the reason that the motor was not brought down to the city was that it is made for a broad guage track, and could not run on the narrow guage road.

Minneapolis Tribune (1867-1908); Sep 30, 1886;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922
pg. 5

The Soda Motors.

The first of the four soda motors to be used by the Minneapolis, Lyndale & Minnetonka road came yesterday. The other three will come right along, and are expected to all be in the roundhouse before Saturday night. The one coming yesterday will prove an attractive addition to the equipment of the road. The car is very similar in appearance outside to a small passenger coach. At a short distance it would be easily taken for such. It is painted of the yellow color of the company's largest coaches, with rich gold striping. It is numbered "7," and the other three are numbered "8," "9" and "10," respectively. On the sides at the top the name of the company is put on in gold, while on the main panel in the middle is "Soda Motor." Inside the car is an immense boiler with the few levers to be used by the engineer. There is a lever and other requisites at each end, so that the engineer occupies a seat at the front according to the way he is going, instead of at the side as in the steam motors. The weight of the soda motor is about 22 000 pounds, and any of the four are regarded as capable of all the work possible with any of the steam motors. President S. S. Small, of the company, was well satisfied yesterday. His confidence in the soda vehicle seemed unbounded. He said there was no question about their proving successful. The one now at the round house will probably be put into service Monday. The trial trip will be made to Excelsior, after which it will run down town. It is gauged to make four round trips to Excelsior with one charge. Just what the company will do after the sodas are well and fully settled in operation is not yet fully defined. It is thought that the new motors will be confined between Nineteenth street or about there, and Bridge square, with steam beyond. The arrangements for switching will be so made that no time will be lost in the change of motors, and the annoying delays that have been suffered at Sixth street in the late months will be happily done away with. One thing is felt certain, and that is, that one of the soda motors with two of the company's new large coaches will make as handsome a turnout for public transit as ever seen under the sun.

HISTORY OF ELECTRIC TRACTION 7

EDWARD P. BURCH 1911

A Weston bipolar, 20-h.p. motor, with spocket-chain drive to an axle, was located above the floor line of a 4-wheeled open car. Current was taken from an overhead copper wire by means of an over-running, ballasted trolley, which was attached to the car body by flexible cables. A 12x18 slide-valve engine, belted to an electric generator, furnished energy, which was transmitted from 2 to 3 miles. Four 10-ton open excursion coaches, having a loaded weight with passengers of about 60 tons, were hauled on the level, but two were a load for the curves and grades. The trial line was 1.5 miles long, and contained one long 3.5 per cent. grade and two sharp curves. Mr. Thomas J. Janney, superintendent of the road, recently stated to the writer that, while the equipment was crude, it had many of the elements for success. The president of the road decided that the overhead construction at curves and the serious arcing at the rail joints could not be remedied. The heavy maintenance expense and lack of capacity in the electric motor caused it to be condemned, and it was abandoned for a soda motor. St. Ry. Journ., Oct. 8, 1904, p. 560.

MPLS TRIBUNE 12-10-1886

THE MECHANICS' INSTITUTE.

Mr. G. Kuehler Addressed the Mechanics on Soda Motors.

Mr. G. Kuehler, engineer, of Leipsic, Germany, read an interesting paper last night before the Mechanics' Institute on the soda motor. The hall was completely filled, many going home because they could not get seats. The audience showed much interest in the descriptions of the various soda motors now in use, the lecture being illustrated by diagrams. Mr. Kuehler said:

The so-called soda motor is the invention of Mr. Moritz Honigman, of Aix la Chapelle, in the province of Rhineland, Germany. Mr. Honigmann is the proprietor of large works for the manufacture of caustic soda and began experimenting with soda motors in 1883. The fact that caustic soda absorbs water and then gives out heat or becomes hot is the basis of Honigman's process.

The soda motor consists essentially of a water boiler surrounded by another boiler containing a concentrated solution of caustic soda, heated to about 400 degrees. At the same time in the water boiler is steam of about 100 pounds. There is no firebox or furnace, but when steam has been used in the cylinder of the engine, it then passes to the soda boiler and is absorbed by the soda which in turn becomes very hot, and the hot soda keeps up the steam pressure in the water boiler. When the soda solution has become very much diluted it can take up no more water, and at this time it must be back to the shop from which it started, and by some means of evaporation the water must be driven out of the soda in the soda boiler, so that it again becomes concentrated and therefore is again capable of taking up steam with the development of heat. This is done in several ways.

First—By taking out the soda and evaporating it in a stationary boiler under which is a fire.

Second—In the same way, but using high steam around the stationary boiler instead of a fire under it.

Third—By keeping the dilute soda in the motor and passing very high pressure steam from a stationary boiler through the steam flues of the motor. We see that the last method is just reversing the process that went on when the motor was running. The soda costs three cents per pound and can be used over and over again for years. When the soda motor is running you see no steam, you hear no escaping steam, and you see and smell no obnoxious gases. A motor can run about six hours before the soda solution becomes so diluted that it can no longer take up steam, and must therefore be back to the shop for the evaporating process. ~~Soda motors are used at Leipsic, Aix la Chapelle, Copenhagen and Minneapolis, and a submarine boat with a soda boiler runs five hours under water in New York harbor. The motors~~

Mpls Tribune 10-7-1886

The Soda Motor.

The first test of the soda motor was made last evening, and resulted to the entire satisfaction of President S. S. Small, of the Motor company, and the other officials who were present. The first soda motor of the four to be put in operation, No. 7, was given the trial run, and acquitted itself splendidly. It was the wish of President Small to run the motor down town today, and to make sure that everything was in order the first trip was made last night towards Excelsior. An open car was attached, and with a small party on board the soda was started out. Since received at the shops the car has been improved over its previous handsome appearance by the addition of two neat reflectors at the ends and a touching up in spots with gilt and varnish. Just what hour the soda will be run to Bridge square today had not been decided last evening, but it was thought that it would be in the forenoon that the first trip would be made.

Mpls Tribune 10-9-1886

Out Among People.

One of the soda motors was given the first run down town yesterday afternoon. The start was made from the shops at Thirty-first street between 4 and 5 o'clock, the motor going with one open car attached, to Eighth street. When first going out the registor only showed 40 pounds pressure, but this increased to 65 pounds before reaching Twenty-sixth street. The motor went over the hill and took the Thirteenth street curves all right. There was a slight escape of vapor that smelt like a laundry at times on account of back pressure, but it was only temporary. President S. S. Small, Supt. J. T. Janney, Master Mechanic Hill and other officials were on the train.

Mpls Tribune 10-9-1886

Motor Line Master Mechanic John Hill—I do not believe one-half the capabilities of soda as a motive power have been developed.

Motor Line Superintendent J. T. Janney—The electric motor overhead cable will not be taken down until we see just exactly what the soda motor will do.

Minneapolis Tribune (1867-1908); Dec 8, 1886;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1
pg. 1

OUT IN THE COLD.

The Motor Will Hereafter Not Run Beyond Lake Harriet.

THE TRACKS TO BE TORN UP.

An Outgrowth of the Sale of the Line to the Manitoba—A Strictly Suburban Railway.

The sale of the motor line from Hopkins west to the Manitoba company, the deal including the Hutchinson extension from Excelsior, has worked a great change in the future of that line, which may be briefly outlined as follows:

The motor will henceforth be run only between Lake Harriet and Washington avenue, and will be operated strictly as a suburban passenger line. The track between Harriet and Hopkins will be torn up and abandoned, and passengers beyond Harriet at Grimes' and other stations will be forced to drive to the most convenient station on the motor line, the St. Louis, or the Manitoba in order to reach the city—two new motors are to be shipped hither on Jan 8, and with this equipment the motor management expect to give a class of rapid transit service between terminal which has been hitherto impossible.

This development is a part of the plan outlined by the management when the Excelsior trains were abandoned in the fall. President Pillsbury said today: "I cannot tell you exactly what we shall do yet, because all the plans are not fixed, but we shall probably not run beyond Harriet. The Manitoba controls the Excelsior and Hutchinson business now exclusively."

THE MOTOR LINE.
Minneapolis Tribune (1867-1908); Mar 13, 1887;
ProQuest Historical Newspapers Minneapolis Tribune (
pg. 4

THE MOTOR LINE.

The "motor line" property has again changed hands, the purchaser being Mr. Thomas Lowry. It is understood that it will henceforth be operated as a part of the Minneapolis street railway system, which Mr. Lowry continues to control as the chief proprietor, although having recently sold a large interest in the stock of the street railway company.

The motor property has changed hands three times within less than two years, and certain definite points have been gained by each transfer. Gen. Washburn bought a controlling interest in order to secure the removal of long trains and steam motive power from First avenue south and Nicollet avenue inside of about Twentieth street, his intention being that a cable should be laid. He did not buy the line to operate it, and he sold it upon condition that the use of steam should be abandoned within a stipulated period. The new company, of which Mr. Small was made president and in which the Pillsburys and Mr. Hill of the Manitoba road were the controlling spirits, pronounced a cable line impracticable after investigation, and made trial of the Van Depoele electric system. The experiment was unsuccessful. The soda motor was next tried, and utterly failed to meet the great expectations which had been aroused by its advocates. Concessions were obtained from Gen. Washburn and the city council, and the time for the removal of steam was extended. Meanwhile the service was improved and trains were run with greater frequency. But the uncertainties with which the company had made the continued operation of the road seem to them undesirable, and its restoration to the street railway system was the natural outcome. The most important point gained under the recent management was the transfer to the Manitoba company of the line to Lake Minnetonka from a junction near Lake Harriet. This reduces the motor system to the dimensions of quick-transit line inside the city limits, and gives the Manitoba road a good outlet to Excelsior and the south shore of Lake Minnetonka, with opportunity to circumscribe the entire lake.

There seems no reason to doubt that the "new deal" will result in the construction of a cable line from the Union Station up First Avenue South. This, of course, will be most interesting and gratifying to property owners on that avenue and upon Nicollet above Thirteenth. There seems to be an opinion current that Gen. Washburn is interested in the present purchase, but nothing verifying that idea has been made public. Nor is there any definite information reached as to the much mooted extension of the system to the Washburn Home and around Lake Harriet, although it is generally supposed that the extension is soon to be made.

The motor line has been a bone of contention for years, and it is a cause of congratulation that its incorporation into the general street railway system of the city is likely to result in a final settlement of the long dispute. What is wanted, of course, is efficient and rapid means of communication for the large and growing population of the Seventh, Eighth, Twelfth and Thirteenth wards, without the practical confiscation of property on First and Nicollet avenues by a steam railroad company. The TRIBUNE has believed that a cable line would furnish the best solution, and that is evidently the opinion of the new proprietors of the "Minneapolis, Lyndale and Minnetonka" road.

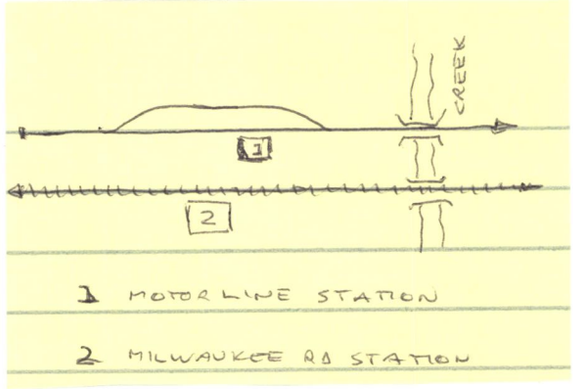
MPLS. TRIBUNE -- -- . 6-04-1888

OFF THE TRACK.

A Motor Engine Does a "Turn" at Minnehaha Falls.

The motor train consisting of an engine and two cars, which left the Minnehaha station shortly after 3 p. m. yesterday had a rather rough experience before it had proceeded far on its journey into the wicked city. Just beyond the bridge that spans Minnehaha creek, a few rods this side of the motor station, is a switch, which was open when the train reached it. The consequence was that the engine and first car left the track, the coupling between them broke, and the "motor" rolled down the embankment toward the Milwaukee tracks. As it rolled over it *seemed to balance* a moment in a completely inverted position, and at this time the engineer, Ed Jordan, jumped: as he did so the "motor" rolled again and passed completely over him. He was picked up, taken to town on the "Milwaukee" train, and carried to Dr. Ames' office for medical attendance. Later he was removed to his home, 3110 Blaisdell avenue. No bones were broken and he received no serious cuts, but was badly bruised and shaken up. No one else was hurt.

Passengers of both the Milwaukee and motor line trains say that it was understood that the two trains were racing, as they started out from the stations at the same time. A gentleman who is stopping at the Adventist camp near the scene of the accident says he has seen boys playing with and opening and shutting the switch several times during his stay there.



Minneapolis Tribune (1867-1908); May 22, 1887;
ProQuest Historical Newspapers Minneapolis Tribune (
pg. 13

Washburn Park—No city in the country of the size and importance of Minneapolis is as destitute of fine suburbs: places where the men of business can get away from the noise of the city and the inconvenience of small lots and crowded neighborhoods. To provide such a retreat, 120 acres of land were purchased three years ago on Minnehaha creek, including all that beautiful range of hills, between the creek and Forty-eighth street, and from Lyndale to Nicollet avenue. This, with 100 acres surrounding it, has been laid out into a suburb, to be known as Washburn Park, in honor of Gen. W. D. Washburn, who is the largest owner and donor of the ...-acre park, near the center, upon which the Washburn Memorial Home now stands. The entire 220 acres have been laid out and platted under the supervision of H. W. S. Cleveland, (well known landscape architect.) The streets follow the natural depressions of the land, and the lots are from one-quarter to three and one-half acres in size, lying on the high ground.

Improvements—Lots of this size lying high and covered as most of them are with fine trees demand the best of improvements. To insure this the following restrictions have been placed upon all property owned and controlled by Gen. Washburn and some others. 1st—No lot shall be less than one-quarter of an acre in size. 2nd—No residence shall be erected or maintained the fair cost of which shall be less than $3,000.

A large number of fine houses are now being built.

Minnehaha Creek—This poetic stream runs through the entire park, and along its shores a wide boulevard is being laid out, connecting Lake Harriet with the Falls of Minnehaha. The picturesqueness of the stream and its sloping banks, is only equalled by the clear, pure water that they carry.

TRANSPORTATION.

MINNEAPOLIS, Minn., April 16, 1887.—Proposition to the Minneapolis, Lyndale & Minnetonka Railway Company for the building and operating of a motor line railway on Nicollet avenue, in the city of Minneapolis, from Thirty-seventh street to the Washburn Home.

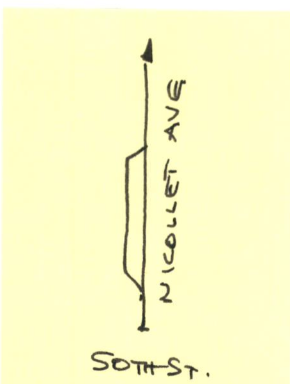
To W. D. Washburn, John S. Warnock, George H. Pumphrey and other property owners between Thirty-seventh street on the north, the present city limits on the south. Third avenue on the east and Lyndale avenue on the west. Gentlemen:

The Minneapolis, Lyndale & Minnetonka Railway Company hereby agrees: That if you will deposit $15,000 to its order with the Northwestern National Bank of this city, within thirty days from the date hereof, and will secure from the city the right of way upon such proposed line upon the same terms and conditions as have been granted and now exist upon the present lines of this company beyond Nineteenth street, and will secure the right of way for a steam motor upon such line from at least three-fourths of the abutting property, that it will, so soon as it can be reasonably built after the right of way is secured and within ninety days after such date construct and complete ready for operation a motor line railway on Nicollet avenue from Thirty-seventh street to the Washburn Home; and said company further agrees that it will hereafter operate said motor line continuously as a part of its motor line system; that it will run cars thereon at least hourly from ... o'clock a. m. to 12 o'clock p. m. daily, and that the rates of fare shall not exceed those upon its other motor routes for like distances.

(Signed) THOMAS LOWRY.

The terms of the contract have been complied with. Two weeks ago the required ordinance passed the council, $15,000 has been raised, and two-thirds of the right of way secured. Mr. Lowry has ordered the iron, the survey is being made, and the indications are that the road will be finished long before Sept. 1, the time required by the contract and the city ordinance. We hear that lots in Washburn Park are now being offered for sale with a guarantee that a motor line will be in operation by Sept. 1, 1887, and that H. E. Ladd & Co., in the Loan & Trust building, are to be sole agents for Gen. Washburn.

6-5-1887
LOCATED SITE OF
DEPOT: CORNER
OF 50TH ST. AND
NICOLLET AVE



Minneapolis Tribune (1867-1908); Aug 17, 1890;
ProQuest Historical Newspapers Minneapolis Tribune (1867
pg. 5

AN INTERESTING STORY.

The Checkered Career of the Motor Line Which Ends Today.

The old motor which after today will cease to frighten horses, has had a very checkered career. Its troubles began within a few hours after it was started. It was in 1871 that Col. Wm. McCrory came here from the South with a letter of introduction to the late Dr. Keith, who was then postmaster, and began to look over the field. He soon met Col. W. S. King, Philo Remington and other enthusiastic property owners, who secured a bonus of $30,000, and he immediately set about securing a franchise. The council at first offered him the use of Nicollet avenue, but the property owners made such strenuous objections that while the scheme was still hanging fire he proposed an amendment changing the route to First avenue south as far as Thirteenth street. An interesting incident occurred while this was going on. The gentlemen interested stationed themselves on Nicollet avenue for an hour, and counted 126 teams. A similar observation on First avenue south found only 16. This is vouched for by Col. McCrory, although it will seem incredible to Minneapolis residents of today. The company was organized in June, 1878, with a capital stock of $100,000, Col. McCrory was president, and R. S. Innes of King—Remington fame, was secretary, and S. E. Neiler, now president of the Union National bank, was treasurer. The work of grading the streets was begun in the fall of 1878, and on May 13, 1879, the real work of construction was begun. At 10 o'clock in the morning a heavy thunder storm stopped operations for several hours, and when resumed again several injunctions had the same effect. This was kept up for some time, greatly to the annoyance of those interested, but six weeks later, on the 28th of June, 1879, Lake Calhoun was first connected with the outside world by rail.

There were then only farm houses south of the Thirteenth street curve. To the west at that point was Johnson's lake and the swamp since converted into Central park, and to the south, fields of waving grain. John T. Blaisdell's homestead stood at Twenty-fourth street, Robert Blaisdell was a quarter of a mile further on, Twenty-seventh street then existed only in imagination, and the old Holbrook house stood off to the left on Clinton avenue. These with the old Mendenhall mansion at Nineteenth street, H. T. Russell's home at the Hennepin avenue crossing of the Hastings & Dakota tracks and perhaps one or two other houses were all the signs of habitation. There was a brisk demand for residence property then and it was rapidly seeking the midway district under the impetus of a short line train service. The completion of the motor headed off much of it, however, and Minneapolis will therefore have a better showing in the recount than if she had not been compelled to stand the abuse of a tyrannical steam motor all these years. There was then nothing at Lake Calhoun. The bare banks not being adapted for a summer resort, the road was pushed to Lake Harriet in the summer of 1880. In 1882 it was extended to Excelsior. This was the only convenient method of reaching Minnetonka, the only other railroad connection being the periodical trains on the old St. Paul & Pacific to Wayzata. Two years later this line was extended from Thirty-first street to Minnehaha Falls and it was then that the scheme was born to build a belt excursion line from Minneapolis to Minnehaha, across to the Minnetonka line, out to Excelsior and back via Calhoun and Harriet. Before the ideal was realized, however, the completion of the standard gauge roads cut into the lake extension profits and in July, 1886, an advantageous offer was made by James J. Hill and Charles A. Pillsbury, and the line passed from the hands of the builders. The road beyond Harriet was abandoned and the right of way beyond Minnetonka Mills transferred to the Manitoba road, so that the "prettiest excursion line in the world" was no more.

In the mean time the clamor against the steam motor had gone on until the old terminus at Bridge square was abandoned and the trains were stopped at Washington avenue. Then there came another shock. The road was deeply in debt and the bonds fell into the hands of Gen. (now senator,) W. D. Washburn who had always fought it. He began foreclosure proceedings but when the road came under the control of his friend and neighbor the suit was withdrawn and he accepted a bond of $100,000 which was to be forfeited if the use of steam was not abandoned by May 1, 1887, below Sixth street. The company strung an electric trolley wire and in February an electric motor was tested and made the down town trip all right with a car load of officials and street gamins. It stalled on the hill in front of the new postoffice, however, going back and was abandoned. The Soda motor was also given a trial, but the two or three which the company had thrown on its hands were remodeled for steam use and are running to this day. When May 1 came the trains stopped at Sixth street and a pair of stout mules with lumber yard experience superseded steam. It was only for a few days, however, as the press and public made things so warm for Mr. Washburn that he waived his rights under the bond. Shortly after that the road was leased to the Minneapolis Street Railway company and its history since that time has been comparatively uneventful, shadowed in gloom occasionally by a damage suit or a threatened injunction by the city. The steam motor for street use has had its day, however, and tomorrow the preparations will begin for the reception of the silent giant who is to supplant it in the the affections of the public.

NO MORE MOTORS
Minneapolis Tribune (1867-1908); Aug 18, 1890;
ProQuest Historical Newspapers Minneapolis Tribune (1867
pg. 5

NO MORE MOTORS.

The Steam Motor Stops at Last—Tracks Come Up Today.

The motor which left the down town terminus of the motor line at Fifth street at midnight last night closed the history of the line which has for so many years been a thorn in the side of First avenue property owners. After a few weeks over 11 years of continuous service it has been abandoned, and today the hand of the vandal, and the pickaxe and shovel will proceed to dismantle it, to make way for the more modern and less offensive electric line.

The work will be pushed as rapidly as a large force of men can do it for the next few weeks, and it is intended to have the new line completed before the snow flies. It will extend beyond the late terminus of the old line, down First avenue to High street to Bridge Square, to Washington on Hennepin, and then to First avenue south, carrying out in part the belt line idea which was to have been used in the postponed cable road. There will be no switching down town, but the motor will make the circuit as above given, and it is possible that the Washington avenue lines, the Cedar avenue at any rate, and the Lyndale avenue line will use the same "loop" giving them a direct connection with the union depot, a much appreciated convenience. The loop is already completed from the corner of Washington and Hennepin around by way of First avenue to Bridge square, and on Saturday the company began the laying of temporary tracks on Hennepin avenue for use during the completion of the gap. The ballasting, etc., it is thought, will be completed today and the widening of the old tracks begun tomorrow.

Mpls Tribune 12-02-1882

THE LAKE CALHOUN PAVILION.

Ever since the pavilion was built by Hon. W. S. King it has failed to pay interest on the investment. At first there was every prospect of it being a paying piece of property, but it soon fell into bad hands, and when respectable people refused to visit it when at the lake, its doom was sealed. An effort was made recently to sell it to the homoepathists for hospital purposes, but this plan having failed Mr. L. F. Menage and others have taken hold of the matter. The building is to be enlarged and improved in the spring. One hundred rooms will be added, the adjacent grounds will be very tastefully laid out, a first class tenant will be secured and no pains spared to make it a first class summer hotel. The building contains the finest dancing hall in the state, it can be easily reached by the motor and it will doubtless be much patronized in the winter by sleighing parties and private dancers.

4-22-1883

THE LYNDALE HOTEL.

This new hotel, which is being built at a cost of $80,000 by Mr. Menage, will be managed by W. G. & G. P. Telfer. Without indulging in any uncalled for puffery it may be said that Mr. Menage would have found it extremely difficult to find two gentlemen better able to give satisfaction than the Messrs. Telfer. Not only are they acquainted with nearly everybody who lives in Minneapolis and the neighborhood, but they understand just the needs of Calhoun from the standpoint of the hotel manager. The Lyndale will be opened by them not later than the 1st of June if no unlooked for hindrance arises—earlier than that date if possible. They will start without a drinking bar, and with the determination not to have one. The Lyndale will be a family hotel. Three dollars per day will be generally charged to guests.

The hotel stands on an elevation of about 60 feet from the lake and 30 feet from the motor track. The drainage (which does not flow into the lake, but in another direction) is, owing to the high altitude, perfect. A large water tank will be put up, and it will be connected with pipes in the house so that in case of fire any of the rooms or hallways can be flooded at will. The water obtained for drinking purposes is pure and clear as crystal. The grounds around the hotel, which are very spacious, will be laid out in tasteful style and no expense is to be spared to make them attractive. The old Pavilion has wide verandas around it on the first and second floors. These will be allowed to remain, but the new portion of the hotel will have no verandas, the proprietors having decided that they would be a nuisance to guests who might desire to be quiet in their rooms. Stables capacious enough to accommodate 40 horses will belong to the hotel. A billiard room will be nicely fitted up in the basement of the Pavilion end of the building. This room, unaccompanied by the objectionable feature of drinking, will be frequented by ladies who, no less than the gentlemen, may like to use the cues when it can be done in surroundings of a civilized character.

OTHER FEATURES.

The music room, which is on the second floor, is about 50x75 feet. It has a stage, a lofty ceiling and a splendid floor for dancing. It is the intention of the management to give parlor concerts and other entertainments in this hall. The bedrooms are as far removed from this hall as possible, so that if any assemblage desires to keep up dancing till a late hour, the guests who may wish to retire will not be annoyed. The large hall which separates the old part of the house from the new will be of sufficient width to act as an effectual deadener of sounds.

The main lobby will be 40x60 feet, and 16 feet high. There will be a well-way opening to the skylight above. The dining room, which will seat 125 guests at once, will have its ceiling panelled, and the upper section of glass in the windows will be stained. There will be four sliding doors from the lobby to the dining room. There will be no yard attached to the hotel. Coal, wood, and the various other supplies, will be kept in the cellar or in some other part of the building, under cover. The kitchen outfit will be of the latest and most improved pattern. The cooks will be thoroughly competent and the waiters will be well trained and experienced negroes. Dinner will be served each day from 5 to 7 o'clock P. M., so that the business men who desire to stay there with their families, will have ample opportunity to get from the city in time for their evening meal. There will be, in the older portion of the house, a room for serving meals apart from the regular dining room. A restaurant will also be run nearer the railroad track by the manager of the hotel for the accommodation of people who come to the lake for the day.

The house is heated throughout by steam. Gas is laid in all the rooms, the illuminating fluid being made on the premises. The subject of the electric light has been broached and it is probable that the hotel, or at least the halls and large rooms, will be lighted by it eventually. Electric bells will be found in every room. The house is well furnished with bath room accommodation. Ladies and gentlemen will find well kept croquet and archery grounds in which to amuse themselves during the pleasant summer afternoons and evenings. A $5000 depot is to be erected near the hotel by the Motor line company. Fences will be put up where it is deemed advisable around the hotel and adjoining grounds.

(1867-1908); Apr 30, 1885;
Newspapers Minneapolis Tribune (1867-1922)

LYNDALE HOTEL DESTROYED.

A $75,000 Fire and a Very Little Insurance.

About 7 o'clock last evening the Lyndale hotel, on the shores of Lake Calhoun, owned by J. D. Davis and valued at $75,000, was burned to the ground. The fire was first seen by Charles Evans Holt, who lives near by, coming from the roof nearly in the center of the building, near the large chimney, and when discovered had made such headway that the flames could be seen distinctly, and in a few minutes the entire roof seemed all ablaze. An alarm was turned in from box 69, at the corner of Lyndale avenue and Lake street, and engines numbered 6, 7 and 8 responded, but were too late to be of any service, owing to the long run, the headway the fire had obtained when discovered, and the composition of the building. The structure was wholly of wood and the flames spread rapidly, running in a few minutes along the entire roof and darting downward to the lower stories in an unusually short time. When the department arrived the entire upper half of the building was a wreck, the flames shooting high up into the air, and the dry timbers and boards sending out big cinders, that floated out into the lake and endangered the houses in the immediate vicinity. In an hour from the time the fire was first seen the framework fell, and in another half hour there was nothing but a pile of blazing timbers, on which the firemen played streams of water until they were extinguished. The hotel was occupied by Mr. M. G. Stephens and family, consisting of two children and two servants, who took possession last fall at the close of the season and had spent the winter there. When fire was discovered Mr. Stephens was on the shore of the lake shooting, and at once rushed for the room occupied by his family on the first floor. Mrs. Stephens was about to undergo confinement and was unable to leave the room until her husband arrived, being almost completely prostrated from excitement and fear. When Mr. Stephens released her the building had become so hot that some of the larger window panes were already falling out. Mrs. Stephens was taken, however, without injury to the house of a neighbor, where she was made as comfortable as possible.

The sightly eminence on which the hotel was built and the volume of flame and smoke that rolled up from the burning building at once attracted the attention of the entire western section of the city, and before the department arrived numbers were present, who entered the building and did what they could to save the furniture and effects of the occupants. It was so hot and there was such danger from falling embers that but little could be done, and about all that was saved was a quantity of chairs from the lower story. The hotel was furnished throughout in good style, and the loss on this is of considerable proportions. Essentially the hotel was all ready to be opened, the entire rooms, consisting of sixty-nine sleeping-rooms, a ball-room, dining-room, office and numerous ante-rooms being complete in their furniture, the small rooms, parlors, etc., being completed and arranged with all the minor fixtures. Two or three times during the fire the sparks and cinders flew so thickly as to endanger the houses across the street, owned by Mr. E. J. Cushman, George Warner and A. J. Creigh, that of the latter having caught fire at one time, and the services of a considerable number of visitors were employed in wetting down the roofs and fronts to prevent damage. Fortunately there was little or no wind, and no damage outside the premises was done.

THE ORIGIN.

How the fire started no one could learn. All that any one knew was that it started in the roof near the large chimney in the center. Although there was steam-heating apparatus in the house; the rooms used by Mr. Stephens were heated simply by stoves, and none of these were in the immediate vicinity of the place where the fire originated. No one had been in that part of the house for some time. Almost at the same time that Mr. Holt ran to give the alarm, Mrs. A. J. Creigh, living directly opposite, heard a report like that of a gun, and soon after, on looking toward the hotel, saw a cloud of dense black smoke and a moment later sheets of flames coming from the portion of the house above mentioned. None who were at the fire in the early stages would say more than this. It was thought that in some way it must have taken from the chimney or some of the flues, possibly starting on the second floor and working up the partition until it burst through at the roof.

The building was owned by Mr. J. D. Dawes, of this city, who purchased it from Mr. L. F. Menage. Mr. Stephens, the occupant, had no lease of the building, having gone into it last fall, with a privilege of renting or leasing it at the opening of the coming season. He preferred the latter, and some time ago had arranged for its lease with a gentleman named Aylesworth, from Des Moines, Iowa. For some reason or other this had fallen through, and it was still on the hands of Mr. Stephens. He said last night that it would have been opened in all probability and done business during the summer. The loss to Mr. Stephens was on furniture alone, and amounts to $12,000 on which there was insurance in companies held by Pliny Bartlett amounting to $5,000. A quantity of Mr. Stephens' goods were saved, though how much, he could not say last night. The loss on the building, in total, amounted to $75,000, partially insured.

Some time ago, shortly after the assignment of the Telfers, the insurance men holding policies on the hotel had them cancelled, so that at present there were but few, if any, of the Minneapolis agents that will sustain a loss. The insurance formerly was for $45,000, but by the cancellation of policies as above stated, it had been reduced, the bulk being by companies with agents in Chicago. Mr. Menage, who had a mortgage upon the building for $41,000, was insured, as he estimated it last night, at about $20,000, in companies represented by Crawford, Craig & Co., of Chicago. As to any other insurance, Mr. Menage could not say, and the owner, Mr. Dawes, was out of the city. Gale & Co. and E. B. Ames thought last night that policies for small amounts had been placed by Mr. Dawes with them, but for just how much they could not say.

THE HOTEL.

The Lyndale Hotel was well known as a popular resort in summer, and was historic in its connection with Colonel W. S. King's Lyndale farm. It was a wooden structure, enlarged from the old farm house, and there was in its construction nothing to prevent its burning like tinder when once started. In its recent form it was three stories high, with three wings and a double front, the main front, however, being away from the lake. The office was in the center of the building, 40x60 feet, from which opened folding doors to the dining room, 40x55 feet. From the lobby, to the right and left of the entrance, were corridors running down the other wings, from which the sleeping rooms opened. The hotel could accommodate ... guests. It was 300 feet in length, and covered 20,000 feet of ground. It was designed for a first-class hotel in every respect, having all the modern conveniences in the way of gas, water, electric lights, steam-heating apparatus, etc. As a part of the Lyndale farm it went, with the rest of Colonel King's property, to Mr. Remington, and finally to Mr. L. F. Menage. He first conceived the idea of making it a hotel and this was done but two years ago. It was under the ownership of Mr. Menage, and the management of the Telfer brothers that it was conducted, with a fair success for the first season. Last summer, however, it was a failure, the Telfers making an assignment shortly before the close of the season. The improvements made by Mr. Menage were so extensive as to change entirely the outward appearance of the building, the three wings being added and the main structure being increased by one story. The old frame of the house as originally built, however, remained. The original worth of the building was about $15,000, and in making the improvements Mr. Menage spent $60,000, so that the total cost of the building almost exactly $75,000. In February of 1884 Mr. Menage transferred the entire property, embracing the hotel and about fifteen acres of land, to Mr. H. B. Beard, and by him, was transferred to the present owner, Mr. J. D. Dawes, the property, however, being held in the name of Mrs. Dawes. The price paid for the property was $121,000, on which Mr. Menage still holds a mortgage for $41,000.

The Lyndale was within a two minutes' walk of the motor line, and near it, almost beneath the wing that overlooked the lake, were wharfs and boathouses. As a place for entertainments in summer it was within easy access of the business part of the city and a delightfully situated spot. Numerous have been the banquets and balls given there by society people of Minneapolis, among the more notable being the banquet given to Mme. Christine Nilsson during her stay in Minneapolis last summer. It was a popular resort on Sunday during the summer, and it goes without saying that it was an institution the loss of which will be noticed by a large proportion of Minneapolitans.

POOR'S MANUAL AUG 1890

Minneapolis, Lyndale and Minnetonka RR. Co. Main line, 18 miles; gauge, 3 ft.; rail, 30 lbs. Organized, June 19, 1878; road sold under foreclosure March 10, 1887, and company reorganized. Engines, 15; cars (passenger) 56; other, 4—total cars, 60.

Operations, year ending June 30, 1889. Passengers carried, 16,012,815. Earnings (passenger), $158,811.79; operating expenses, $133,396.06—net earnings, $25,415.73. Paid interest on bonds, $31,000; on debt, $11,639.22—total, $43,639.22. Deficit, $17,223.49. *Financial Statement*—Capital stock, $385,000; funded debt, first mortgage 5 per cent. 30 year bonds, due 1917, interest payable April and October, $620,000 ($1,000,000 auth.); other liabilities, $336,630.49—total liabilities, $1,341,630.19. *Contra:* Cost of road, $845,540; equipment, $222,650.44; real estate, $80,711.98; materials, etc., $40,864.56; cash, $6,749.95; profit and loss, $145,113.56—total assets, $1,341,630.49. *Directors:* F. C. Pillsbury, C. G. Goodrich, E. H. Center, J. H. Randall, A. Z. Levering, Minneapolis, Minn. *Officers:* F. C. Pillsbury, *Pres.*; Jno. H. Randall, *Vice-Pres.*; E. H. Center, *Sec. & Aud.*; A. Z. Levering, *Treas.*; C. G. Goodrich, *Gen. Man.*; W. J. Hield, *Supt.*; Geo. W. Cooley, *Chief Eng.* GENERAL OFFICE, Minneapolis, Minn.

496 Minneapolis, Lyndale and Minnetonka Ry.

President—F. C. Pillsbury, Minneapolis, Minn.
Vice-President—J. H. Randall, Minneapolis, Minn.
Treasurer—A. Z. Levering, Minneapolis, Minn.
Sec. & Auditor—E. H. Center, Minneapolis, Minn.
Gen. Manager—C. G. Goodrich, Minneapolis, Minn.
Solicitor—M. B. Koon, Minneapolis, Minn.
Chief Engineer—Geo. W. Cooley, Minneapolis, Minn.
Purch. Agt.—John H. Beach, Minneapolis, Minn.
Superintendent—W. J. Heild Minneapolis, Minn.
Master Mech.—F. C. Butterfield, Minneapolis, Minn.

Minneapolis Tribune (1867-1908); Sep 13, 1888;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1
pg. 5

The Matter with the Motor.

The Eighth ward was in a high state of indignation last evening over what was termed an illustration of the characteristic bad management on the motor line. The train leaving Calhoun at 7 o'clock was held at Nicollet avenue and Thirty-first street over 20 minutes to take on the Minnehaha Falls train, instead of having the next train pick it up or run it through as a special. When at last started with the Falls train of four cars packed full, there was a stop to take on passengers at every street, although a motor and three cars as good as empty were close behind. The run from Thirty-first street to Sixth, took over half an hour, the motor with the heavy train getting stalled on the Thirteenth street curve. The result was that people all along the line were prevented from reaching church in time, and cut off from communication with the city except by horse cars on Fourth avenue for 40 minutes. The Eighth ward people are fast getting into a condition for an outbreak of some kind, patience with what is pronounced high handed outrages by the motor being long passed. It is claimed that Nicollet avenue from Lake street to Thirty-first has been virtually shut off from travel by carriages for weeks, and is likely to continue so as much longer on account of being torn up by the Motor company in lowering their tracks. A pretense is being made of restoring the avenue to a passable condition, but it goes on so slowly as to be a travesty. There is talk of asking the street railway company to increase the number of their lines into the ward, to give nearer means of reaching down town than afforded by the Lyndale and Fourth avenue cars. It is believed a line between Hennepin avenue and Lake Calhoun, and another at about Pleasant avenue, would prove profitable. That section is becoming so thickly settled, with the majority dependent upon the motor company, that other channels of travel would be well patronized. Another grievance with the ward is the unreasonable and annoying delay at Sixth street. The time from Lake Calhoun to Sixth street is supposed to be 20 minutes, and an additional 10 minutes is consumed in switching and connecting with the electric motor and running to Washington avenue, four blocks away. If all the mutterings and maledictions mean anything there is a cyclone of condemnation threatening a sweeping down upon the motor line officials.

Mpls Tribune 12-01-1888

The motor line switch engineer who does duty at the Thirty-first street junction derives much pleasure at the discomfiture of the passengers living a few blocks west of the junction who come home at the supper hour upon the short line train. In order to back in the yards it is necessary for this train to run a couple of blocks up the track, and these passengers take advantage of this run to get a couple of blocks near home. This, it seems, greatly displeases the engineer, who exerts all his ingenuity to carry them back in the yards, or force the ladies to alight while the train is in motion. This is only one of the phases of the pleasures of life on the motor line for the person who tries to get his money's worth out of the company.

Mpls Tribune 3-05-1889

Myron H. Safford, who resided at 3018 Blaisdell avenue, was run down by a motor train at the Blaisdell avenue crossing at about 8 o'clock last night and killed. The circumstances of the accident seem to indicate that the motor people were in no way to blame. The train that had been out to Washburn Park, after stopping at the station backed around on what is designated the east bound track, the intention being to go into the switch at Blaisdell avenue that runs through the yard back of the station forming a "Y." The engine was No. 10, run by John Golden, and Sam Peterson was the conductor. As the train was backing, Peterson stood on the back platform with his lantern. Before the train reached Blaisdell, he saw Safford coming across the tracks from the direction of his home and toward the train, and supposed he intended turning down between the tracks to go toward the junction. Instead, just as the train reached the crossing, Safford stepped in front of it. Peterson called to him, but he did not heed it, and the next instant the train had struck him. It was moving, the men say, not over three miles an hour, and the fact that it stopped 30 feet beyond where it struck Safford was struck would seem to bear out the statement.

Miscellaneous Notes

Mpls. Tribune 2-28-1887

THE BIG STORM.

Some of the Effects of Saturday's Blizzard.

The condition of the motor line's road, from the junction of Nicollet avenue and Thirty-first street to Minnehaha Falls, gives a pretty good idea of the severity of the late storm. The cuts are filled level full of snow, some of the drifts being 20 feet deep and packed so solid that they can be walked over without more than making the impression of the feet. The big engine, Dr. Hawkes, that got stalled in a drift Saturday morning, is still there, the snow blowing in so behind her that she has got to be dug out by hand. The No. 6 motor went out yesterday afternoon with the small snow plow to try to reach the Doctor, but was thrown across the track with the plow upside down at the first drift bucked at. Sixteen men were on the plow and engine, but fortunately none were hurt. The

WM McCRORY, PRESIDENT
ROBERT S. INNES, GEN. PASS'R & TICKET AGT.
SAM'L E. NEILER, TREASURER

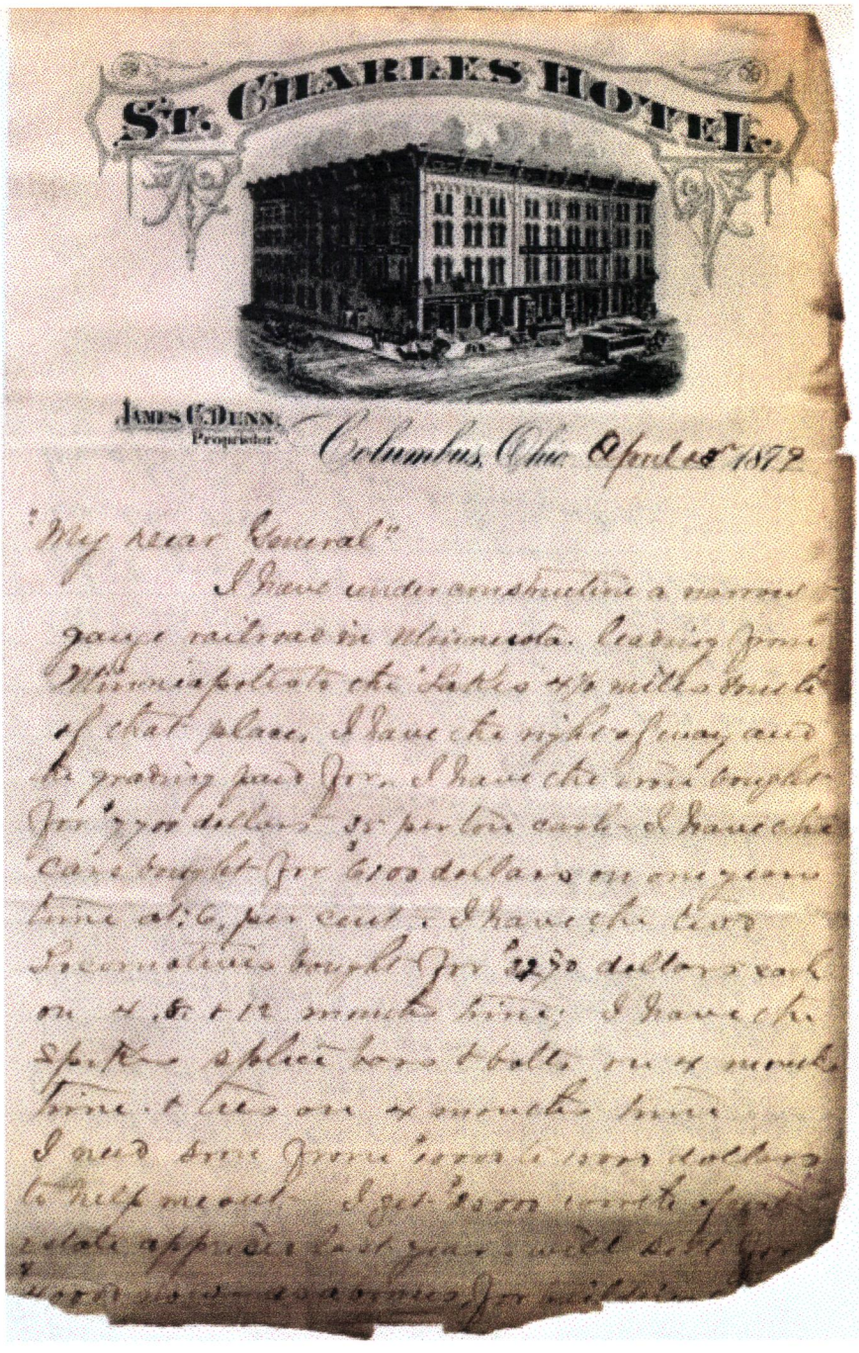
OFFICE

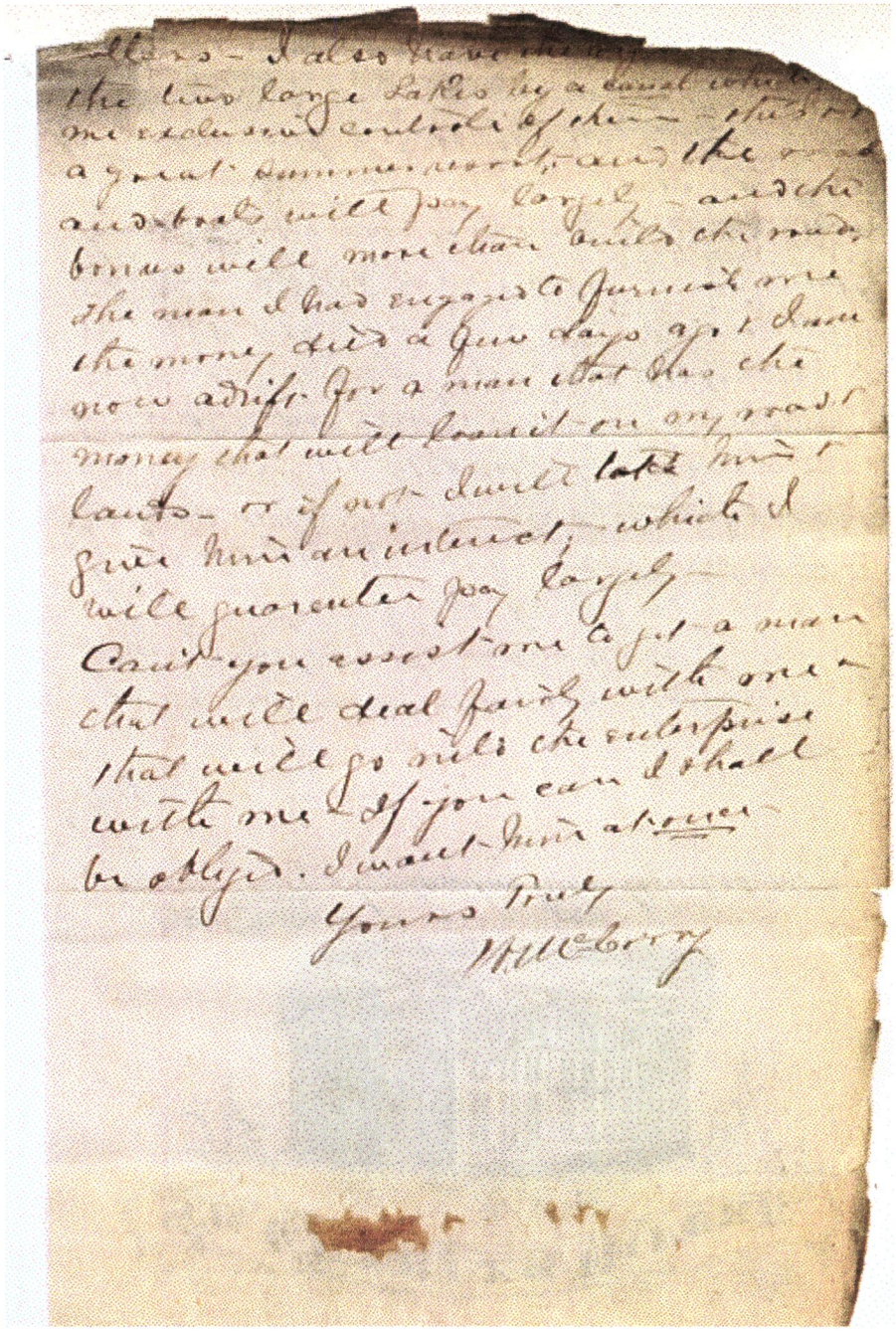
The Lyndale Railway Company.

Minneapolis, Minn. Oct 22nd 1879

The letterhead of William McCrory's first "motor line"

Jacoby MINNEAPOLIS.


St. Charles Hotel.
James C. Dunn,
Proprietor.
Columbus, Ohio April 8th 1872



llers - I also have the [illegible]
the two large Lakes by a canal which
me exclusive controls of them - this is
a great summer resort, and the road
and boats will pay largely - and the
bonus will more than build the road,
the man I had engaged to furnish me
the money died a few days ago & I am
now adrift for a man that has the
money that will loan it on my road &
lands - or if not I will take him &
give him an interest, which I
will guarantee pay largely -
Can't you assist me to get a man
that will deal fairly with me &
that will go into the enterprise
with me - If you can I shall
be obliged. I want him at once

Yours Truly
H. McCorry

PAGE 1

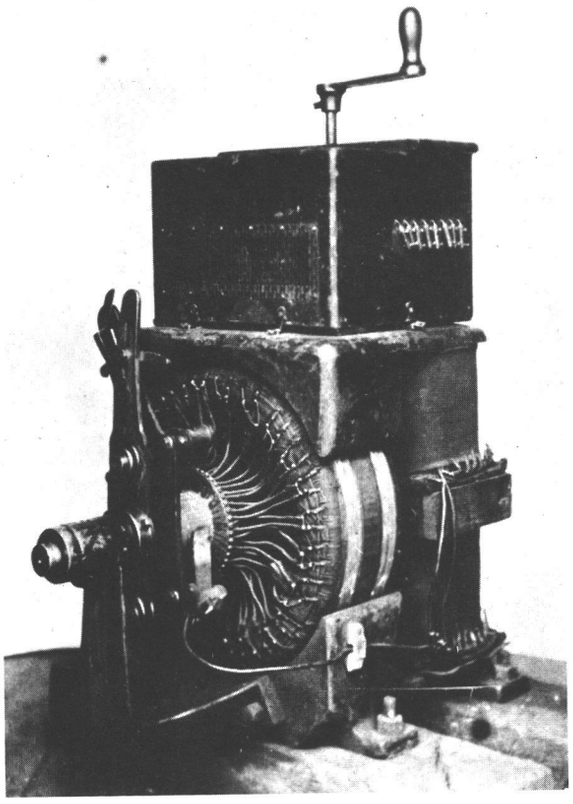
"My Dear General" (Rockfh Brinkerhoff)
I have under construction a narrow
gauge railroad in Minnesota. Leaving from
Minneapolis to the "Lakes" 4 ½ miles south
of that place. I have the right-of-way and
the grading paid for. I have the iron bought
for $7700 dollars – 35 per ton cash – I have the
cars bought for $6100 dollars on one years
time at 6. Per cent. I have the two
locomotives bought for $3250 dollars each
on 4, 8 & 12 months time. I have the
spikes splice bars & bolts on 4 months
time & ties on 4 months time.
I need soon from $10000 to 15000 dollars
to help me out – I got $25000 worth of real
estate appraised last year – will sell for
$40000 – as a bonus for [building ?] ? ?

PAGE 2

dollars – I also have the ? ?
the two large lakes by a canal which ?
me exclusive controls of them – This is
a great summer resort and the road
and boats will pay largely – and the
bonus will more than [?] the road.
The man I had engaged to furnish me
the money died a few days ago & I am
now adrift. For a man that has the
money that will loan it – on my [road ?] &
[land ?] – or if not – I will take him &
give him an interest, which I
will guarantee [to pay ?] largely –
Can't you assist me to find a man
that will deal fairly with me &
that will go into the enterprise
with me. If you can I shall
be obliged. I want him at <u>once</u>.
Yours truly
W. McCrory

NOTE: Some of the words were unintelligible or could not be read because the paper had deteriorated. I also guessed at some of the words. Also, Col. McCrory's punctuation was antiquated or at least unique.

Portrait of Charles Joseph Van Depoele, 1846-92.
(Smithsonian Institution)



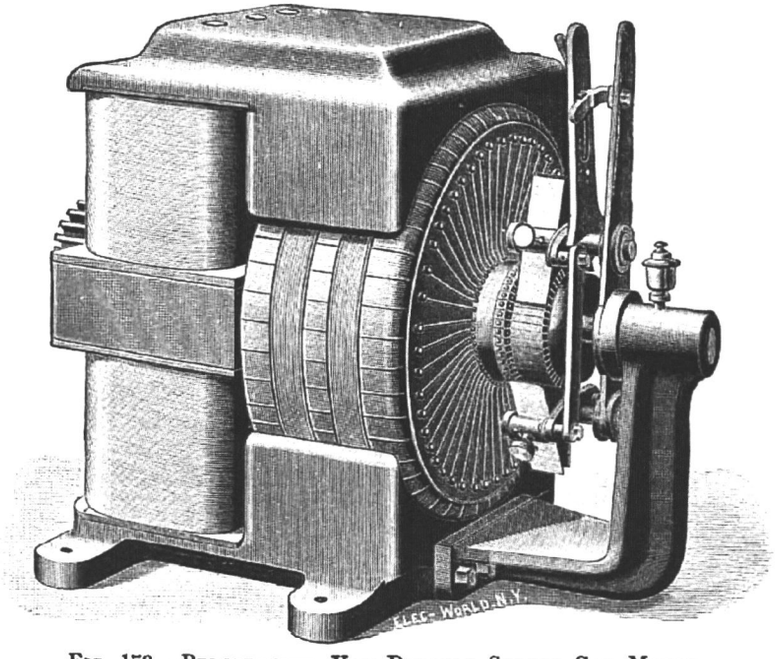


FIG. 179.—PERSPECTIVE, VAN DEPOELE STREET CAR MOTOR.

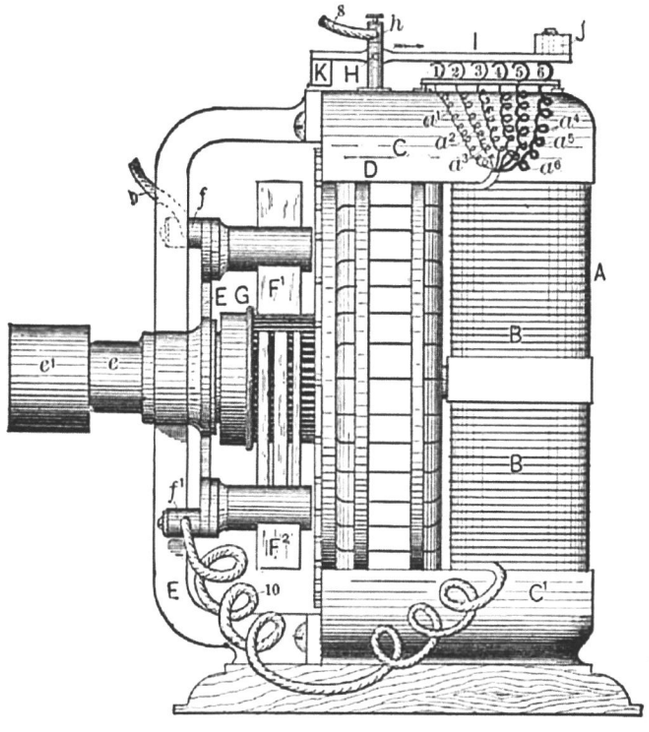


FIG. 180.—VAN DEPOELE MOTOR.

ily Tribune.

Garrie L. Tufford
51 Neptune Street
Mahtomedi, MN 55115

12/12/1885

WELVE PAGES. NO. 215.

, but the entire force thus con- t sufficient for the safe holding ng frontier, w th the possibility their rear. That this has been vident from the fact that 1,200 00 Egyptians have been sent to to reinforce Gen. Grenfell. The pt proper, which, with the above constitutes the command of Stephenson, consists of about and 3,000 Egyptians. Some 2,000 r are stationed at Alexandria, er being in Cairo, with small at Assiout, Suez and Port Said, en Hudson at Suakim are about and Indian troops.

onference suggested.

News suggests a conference of servative and Parnelite leaders he basis of a Home Rule measure r similar to that in which the redistribution of seats was set *News* thinks that Mr O'Connor's uitable even to Irishmen.

om Sofia say that the severity of likely to prevent war for some

The Bulgarians.

ec. 11.—The *Times* says: "The icuity may be regarded as virtu The powers have agreed to re- nion of the Bulgarias. A de- mmission has been appointed, s an armistice of a month and ail to secure peace."

PANAMA.

via Galveston, Dec. 11.—The dition of the projected inter- l across the Isthmus is described the officials of the company: re under way on two-thirds of gth of the proposed canal The will be the easiest of all to ex s composed of soft earth only. rations are being made for work in this section, and of machinery is now in progress. has just completed a contract

THE ELECTRIC MOTOR

The New Method of Street Transit About to Be Tried in Minneapolis.

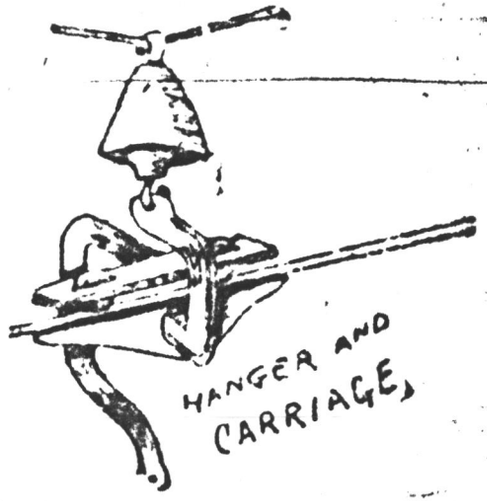
Tho Details of the Working Show the System to Be a Simple One.

How the Subtle Current Furnishing the Force Is to Be Utilized.

Seventy-Five Miles an Hour Possible—Two Miles of Road Nearly Ready.

The electric motor, about which a good deal has been said and much more wondered during the past six weeks, will soon be prepared for a trial trip. To Minneapolis will go the glory of being the second city in the country to establish the electric system of operating a railroad. The system is that known as the Van de Poele. At Toronto, Can., a Van de Poele electric street railway

The connection with the car from the cable is made by an ingenious device called the "traveler," that is no more or less than a little carriage with grooved wheels resting on the cable. This is held in place by the rod leading to the car, and by the necessary joints changes its position to conform with any bend or curve in the cable. Without further explanation, the passing of the cross wires by the "traveler" is still as much undefined as ever. The arranging of the cross wires and cable is now going on, with the object in view of clearing the cable for the "traveler." Instead of being held together by a wire, as done with most of them now, an insulator, with hanger with an elbow, will be attached to the guy wire, and the cable being "brazed" to the hanger, there is an unobstructed line from end to end. The "traveler" has an elbow on the opposite side from that of the hanger, so that it runs along without obstacle, as here shown:



The device for allowing cars to pass each other is simple, but perfect. There is a copper switch so made that when going one way the "traveler" passes on one side, and when going in an opposite direction takes the other.

Before New Year's the electric motor is

ation of all that portion which
in Chagres valley. Excavations
progress along the line of the
and also for changing the ob
ter courses. The amount of ma
in use is considerable and

onstantly Increasing.

s for the Culebras section are
embarked. If these excavators
prove to possess only one fourth
hey have displayed when on
will be sufficient to excavate
of the Culebras section in
ee years. The company and the
e straining every nerve to bring
a speedy conclusion. The Amer-
s of the first 20 kilometers are
to their full capacity. The num-
ers now employed is 12,000, and
pose of the company to double
during the dry season. Work
ceed upon all sections. In spite
ordinary rains and freshets of
s river during November, the
during that month amounted to
meters.

GERMANY.

ec. 11.—The *Vossische Zeitung* pub-
r from Schleswig in reference to
sveland's message. In alluding
of the message regarding an ap-
ncy on the part of the Imperial
to extend the scope of the resi
ictions to which returning na-
tizens of German origin are
e liable under the laws of the
vriter says: "The German gov-
nts alike, regardless of where na-
Germans who emigrate in order
litary service and then return to
he government will not tolerate
Danish colonies within its terri-
chleswig expulsion edict is a
those liable to military service,
h a desire to emigrate and then
aturalized citizens of another

Boetticher, minister of the in-
l in the reichstag today that the
exhibition in Berlin in 1888 was
meeting with fair support. He
soon as the project was well
empire would encourage it as
ible.

ec. 11.—The sugar bill which the
as referred to a committee, pro-
uty on beet-root sugar of 1 mark
gs per 200 pounds, during the
d 1887, and 1 mark 80 pfennigs
nd for an export premium of 18
g the first year, and 18 marks 20
reafter, with a corresponding bo-

has been in successful operation at the exposition grounds for the past two years. At the New Orleans exposition the system is also in use. The first place to make a practical, permanent application of the system to a street car service was South Bend, Ind., where it was put in operation this past fall. Minneapolis follows, and the same will soon be inaugurated, it is understood, at Detroit. Since the first steps taken by the Minneapolis, Lyndale & Minnetonka road to apply electricity to use as a motive power on their line, there has been endless conjecture as to how it was to be done. The principle upon which the cars would be operated, and how the subtle force was to be utilized and applied, have been mysteries upon which people have pondered and offered various explanations. The TRIBUNE will here undertake to clear away all that has not been understood, and will present the details of the electric system, so that all may comprehend just what and how it is to be done. There is nothing specially complicated. The preparation for starting the system may have seemed somewhat cumbersome, but it must be borne in mind that the enterprise is one of no common importance and significance, and when once thoroughly established and under way, its simplicity will be more apparent. The distance to be devoted to the electric system is a little over two miles. When Mr. S. S. Small, the present president of the "Motor line," assumed his office last summer, he determined to dispense with the use of steam through the center of the city. After a careful examination of all plans possible the electric system was fixed upon as the most feasible. The work of bringing it into introduction was at once entered upon. The result has been that a short time longer will see the electric motor running. The first thing seen by the public of the preliminaries, was the placing of poles on each side of the road from Washington avenue to Twenty-fourth street, with cross wires between them. Then the cable was strung the entire distance. This cable is of copper, three-eighths of an inch in diameter, and costs $400 per mile. It hangs directly over the middle of the track, held in position by the cross wires. It is the pathway of the electric current that will be created by a dynamo at the old Model mill. The current passes over the wire to the electric motor, and completes the circuit by a connection with the rails, along which it returns to the point of departure. The car for the use of the electric motor is now being built at the company's shops at Lake Calhoun. It is a strong carriage, and will not look very unlike the steam motors when finished, except that there will be no steam or smokestack, and will run on four wheels in-

expected to be started. The work is being pushed as rapidly as possible under the personal supervision of Mr. Russell S. Bates, general Northwestern agent of the Van de Poele company, and there is said to be no reason for other belief than that the motor will work with perfect satisfaction. There have been fears that there would be danger from the current if any one stepped upon the rails, but there is no cause for alarm, as the current is inoperative unless a circuit is made by standing on the track and grasping the wire overhead. As the guy wires are 22 feet from the ground, it is not to be expected that men of this generation, at least, will be able to establish a circuit through themselves. The speed possible by the electric motor is 75 miles an hour, but this velocity will not be required. As the introduction of electricity will do away with the use of the steam motors through the city, it will enable the Motor line company to run their cars to the Union depot, and the tracks will be reopened from Washington avenue to First street as soon as the weather will permit. In the spring the electric cable will be laid in an underground conduit, and extended to Thirty-first street. The poles, that have been met with objection by some, were only put up for temporary use through the winter. When fully established the Motor line people are confident of having one of the nicest running roads in the world, they having speed, safety and ease without noise. Mr. Van de Poele, the inventor of the system, is now in New Orleans, looking after the starting of the service there, and will return to Minneapolis in time to witness the opening of this line.

DEDICATED.

[SPECIAL DISPATCH TO THE TRIBUNE.]

NORTHFIELD, Dec. 11.—At 7:45 o'clock last night dedicatory services began in the commodious assembly room of the Y. M. C. A. with a large audience in attendance. The association choir rendered the opening anthem, and the congregation sang "All Hail the Power of Jesus' Name." President Strong, of Carleton college, offered prayer. H. A. Scriver, president, said this was a time of gladness, and heartily welcomed those present. He thanked the donors to the building, and expressed the hope that all would continue to interest themselves in the work of the association. Then followed the building committee's report, showing that $7,000 had been expended on the building and that $3,000 more was necessary to dedicate free of debt. The furnishing committee enumerated the articles of furnishing with the names of the givers. In the congratulations meeting which followed, A. B. Critchett, of Minneapolis, expressed the belief that it was fitting that this structure should be erected in this educational center, and was delighted that our people had set his good example in building for

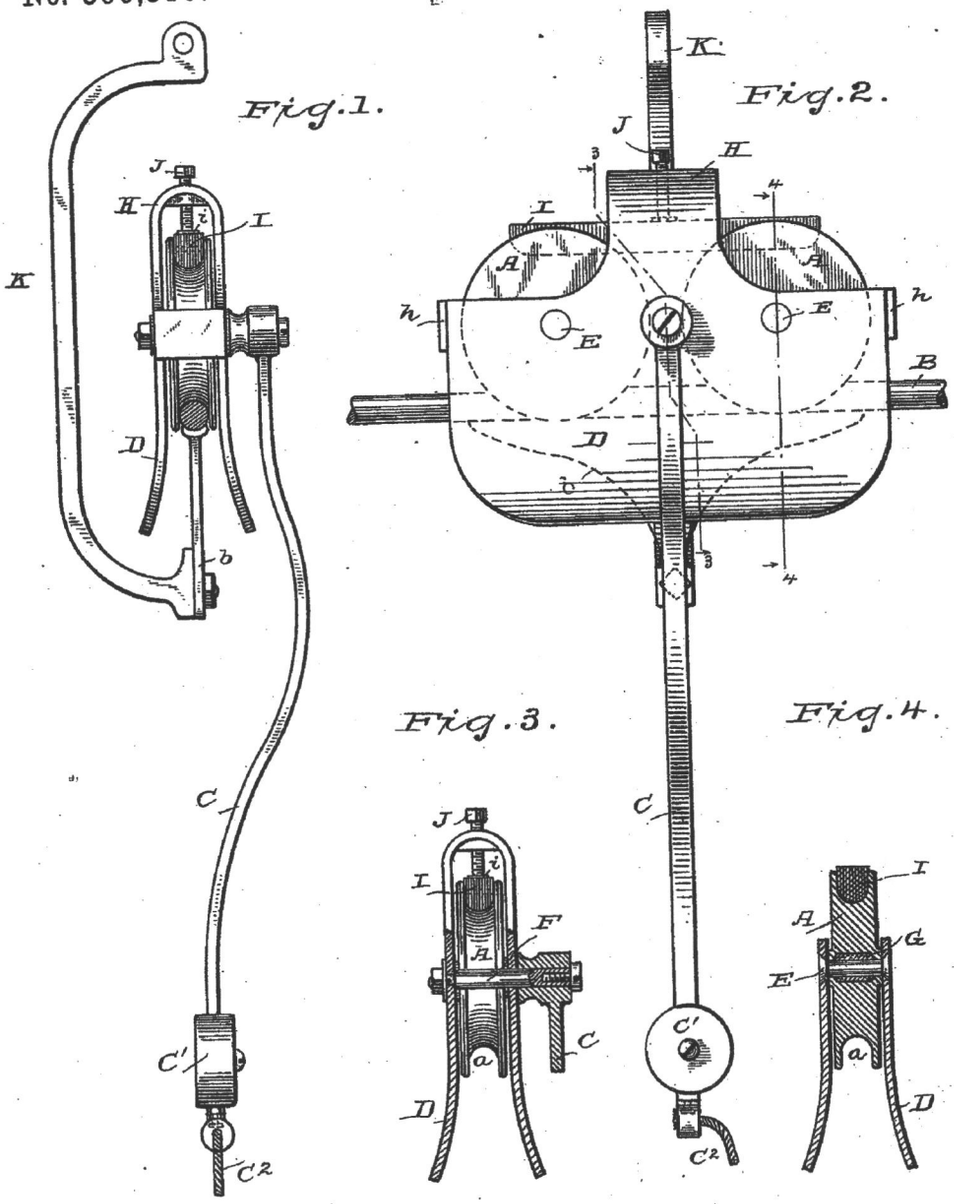
(No Model.)

2 Sheets—Sheet 1.

C. J. VAN DEPOELE.

TRAVELER FOR ELECTRIC RAILWAYS.

No. 396,310. Patented Jan. 15, 1889.



Witnesses.

H. A. Lamb

Stephen S. Jannus

Inventor

Charles J. Van Depoele

By his Attorney

Frankland Jannus

N. PETERS, Photo-Lithographer, Washington, D. C.

(No Model.) 2 Sheets—Sheet 2.

C. J. VAN DEPOELE.

TRAVELER FOR ELECTRIC RAILWAYS.

No. 396,310. Patented Jan. 15, 1889.

Fig. 5.

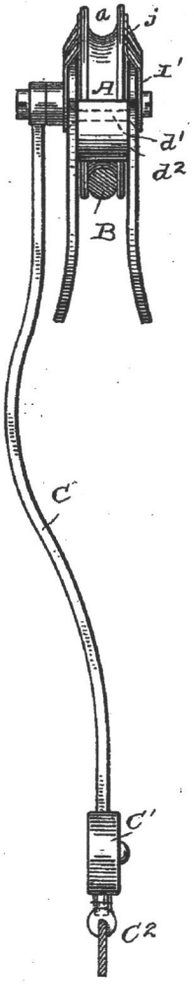


Fig. 6.

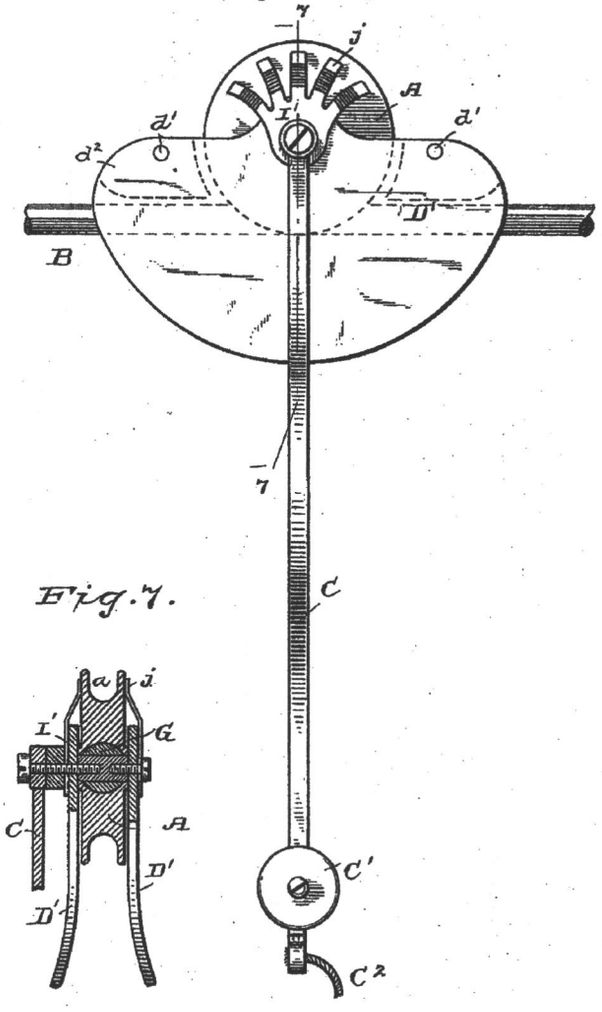


Fig. 7.

Witnesses.

H. A. Lamb.

Stephen D. Jarmus.

Inventor.

Charles J. Van Depoele

By his Attorney

Frankland Jarmus

N. PETERS, Photo-Lithographer, Washington, D. C.

UNITED STATES PATENT OFFICE.

CHARLES J. VAN DEPOELE, OF CHICAGO, ILLINOIS.

TRAVELER FOR ELECTRIC RAILWAYS.

SPECIFICATION forming part of Letters Patent No. 396,310, dated January 15, 1889.

Application filed June 5, 1888. Serial No. 276,257. (No model.)

To all whom it may concern:

Be it known that I, CHARLES J. VAN DEPOELE, a citizen of the United States, residing at Chicago, in the county of Cook, State of Illinois, have invented certain new and useful Improvements in Travelers for Electric Railways, of which the following is a description.

My invention relates to improvements in traveling contact devices for electric-railway supply-conductors of the type in which current is continuously supplied to a traveling motor by a device resting upon and moving along the said conductor and being in continuous metallic contact therewith.

The invention consists in the various novel features of construction and arrangement embodied in the moving contact device or carriage, hereinafter referred to as the "traveler," the details relating to which will be fully set forth, and referred to in the appended claims.

In the drawings illustrating my invention, Figure 1 is an end elevation showing the traveler in position upon the conductor and the relation between the traveler and the device by which the conductor is suspended. Fig. 2 is a side elevation showing the traveler in its operative position upon the conductor. Fig. 3 is an end view of the traveler, partly in section, taken on the line 3 3 of Fig. 2. Fig. 4 is an end view of the traveler on the line 4 4 of Fig. 2. Fig. 5 is an end view showing another form of the traveler in position upon the conductor. Fig. 6 is a side elevation thereof, and Fig. 7 is an end view on the line 7 7 of Fig. 6.

Similar letters denote like parts throughout.

As illustrated in the drawings, my improved traveler for electric railways comprises one or more metallic wheels, A. The wheels A are formed with deep peripheral grooves *a*, fitting over the suspended line-conductor B, upon which said wheels travel and with which they remain in metallic contact. At the central portion of the traveler is secured a downwardly-depending arm or pendulum, C, provided at its lower extremity with a vertically-adjustable weight, C′, from or below which is connected a flexible conductor, C^2, leading to the traveling motor. The contact wheel or wheels A are inclosed within or between a metallic frame consisting of side pieces or cheeks D, which project both in front and rear of the contact-wheels and depend downward on each side of the conductor some distance below the peripheries of the wheel or wheels. The downwardly-extending side plates D form guards, which, should the traveler tend to leave the conductor, will themselves come in contact therewith. The guards will also maintain the electrical connection when the conductor is out of the groove *a*, and also prevent the device as a whole from leaving the conductor and guide it into proper position when the disturbing influence has ceased.

As shown in Fig. 2, my improved traveler is provided with a pair of grooved contact-wheels, A, which are mounted upon spindles E, secured in the walls of the side plates D in any suitable manner.

As shown in Fig. 6, but a single contact-wheel is employed, the spindle thereof being secured to side plates D′, which depend below the conductor in the manner described, and may have the curved outline shown in the drawings, although it will be entirely obvious that the particular configuration of the side plates is immaterial, so long as they depend below the conductor to prevent lateral displacement of the traveler.

The plates D D′ may be additionally braced and secured by small transverse bolts *d′*, carrying shoes d^2 or stays *h* between their front and rear edges.

Where a plurality of contact-wheels are employed, as in the form shown in Fig. 2, the pendulum is rotatably mounted upon a centrally-located spindle, F, which will swing forward or backward, according to the direction of movement. Where, however, only a single contact-wheel is used, the pendulum should be secured rigidly to the axis thereof, the traveler rocking slightly forward or backward, according to the direction of movement. The brace-bolts *d′* may carry small rollers or additional grooved contact-wheels; but I find in practice that a single wheel arranged and operated as described gives good results.

The axes of the contact-wheels A may be chambered to contain a lining or filling, G, of

any suitable or well-known anti-friction material. The lining G comes directly in contact with the spindle or spindles E, constituting a durable bearing, requiring neither oil nor attendance until worn out, when the lining or contact-wheel can be readily replaced, according to circumstances.

As shown in Fig. 2, the side plates D are united by a centrally-disposed yoke, H, which may be integral with and form a connection between said side pieces, or be subsequently attached thereto in addition to the end stays, *h*.

In operation the traveler is subjected to considerable jarring and vibration, often sufficient to slightly separate the wheels from their spindles and produce sparks, which, unless other connections existed, would soon burn and destroy the bearings, rendering the traveler practically useless. To prevent this I provide contact springs or fingers in direct metallic connection with the periphery or exterior surface of the contact wheel or wheels. Where a plurality of contact-wheels are employed, as in the form shown in Fig. 2, a number of thin strips of copper or other suitable metal are assembled to form a contact-brush, I. The contact-brush I fits down into the upper portion of the grooves of the contact-wheels A A, being secured in position and braced downwardly thereagainst by the screw J passing through the yoke H.

A convenient means of forming the brush is to unite the central portions of all the strips of which it is composed by soldering them together and then soldering a screw cap or nut, *i*, thereon, said cap being adapted to engage the screw J. When but a single contact-wheel is employed, thin copper plates I′, supported upon the central axis and formed with fingers *j*, extending into contact with the exterior surface of the contact-wheel, may be substituted for the yoke H, screw J, and brush I.

With either construction it will be understood that the current passes directly from the conductor to the contact brush or brushes, which, being in metallic connection with the side plates, will convey the current directly to said side plates, from which it will flow without interruption to the upper extremity of the pendulum, and thence to the conductor C^2 and to the motor, thus affording ample continuous conducting-surface for the current without necessitating its passage through the bearings of the contact-wheels.

The conductor B is supported from below by ears or bails *b*, located at suitable intervals and secured to hangers K, supported in the desired positions in any of the several ways heretofore described by me.

It will be obvious that the advantages to be derived from the use of downwardly-depending side plates or guards does not depend upon the number or form of the contact-wheels employed in connection therewith. It will also be apparent that the side plates may be of other construction than that herein shown. For example, the side plate next to the pendulum may be entirely dispensed with and the upper portion of the pendulum expanded to constitute a cheek or guard piece answering a similar purpose, and also that said side plates may assume any convenient shape, their essential characteristics being retained.

Various modifications may also be made in the herein-described devices without departing from the spirit of the invention.

Having described my invention, what I claim, and desire to secure by Letters Patent, is—

1. A traveler for electric railways, comprising a metallic contact wheel or wheels arranged to travel upon the conductor, a metallic frame inclosing the wheel or wheels, and contact devices electrically connecting the exterior of the wheel or wheels and the frame, substantially as described.

2. A traveler for electric-railway conductors, comprising a contact wheel or wheels adapted to move upon the conductor, a metallic frame inclosing the contact-wheels, contact devices electrically connecting the exterior of said contact-wheels and the said frame, and a downwardly-extending electrical connection, substantially as described.

3. A traveler for electric-railway conductors, comprising metallic contact wheel or wheels moving upon the conductor, and a downwardly-depending pendulum in electrical connection with the exterior of said contact-wheel, and provided with a weight at its lower extremity for retaining the contact devices in substantially perpendicular position, substantially as described.

4. A traveler for electric railways, comprising a metallic contact wheel or wheels arranged to move upon the conductor, a metallic frame inclosing the contact wheel or wheels and extending downwardly below the periphery thereof on each side, contact devices electrically connecting the wheels and frame, and a downwardly-extending arm or pendulum provided with an adjustable weight at or near its lower extremity, substantially as described.

5. A traveler for electric-railway conductors, comprising one or more contact-wheels, an inclosing-frame extending downwardly below the contact wheel or wheels, and a metallic arm or pendulum pivotally connected to and extending downwardly from the contact device, and adapted to maintain the same in a substantially perpendicular position and to swing forward or backward without affecting the relation between the contact wheel or wheels and the conductor, substantially as described.

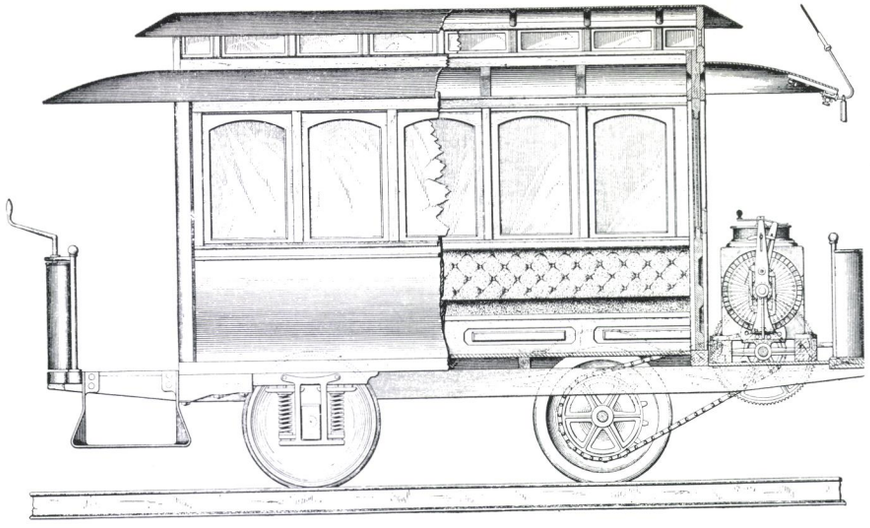
In testimony whereof I hereto affix my signature in presence of two witnesses.

CHARLES J. VAN DEPOELE.

Witnesses:

WILLIAM A. STILES,

JOHN EASON.



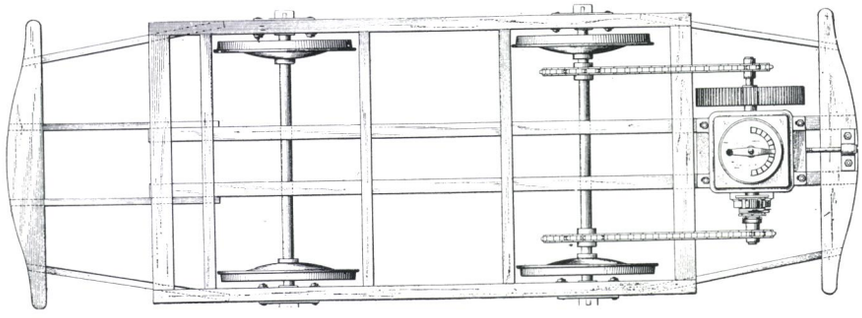
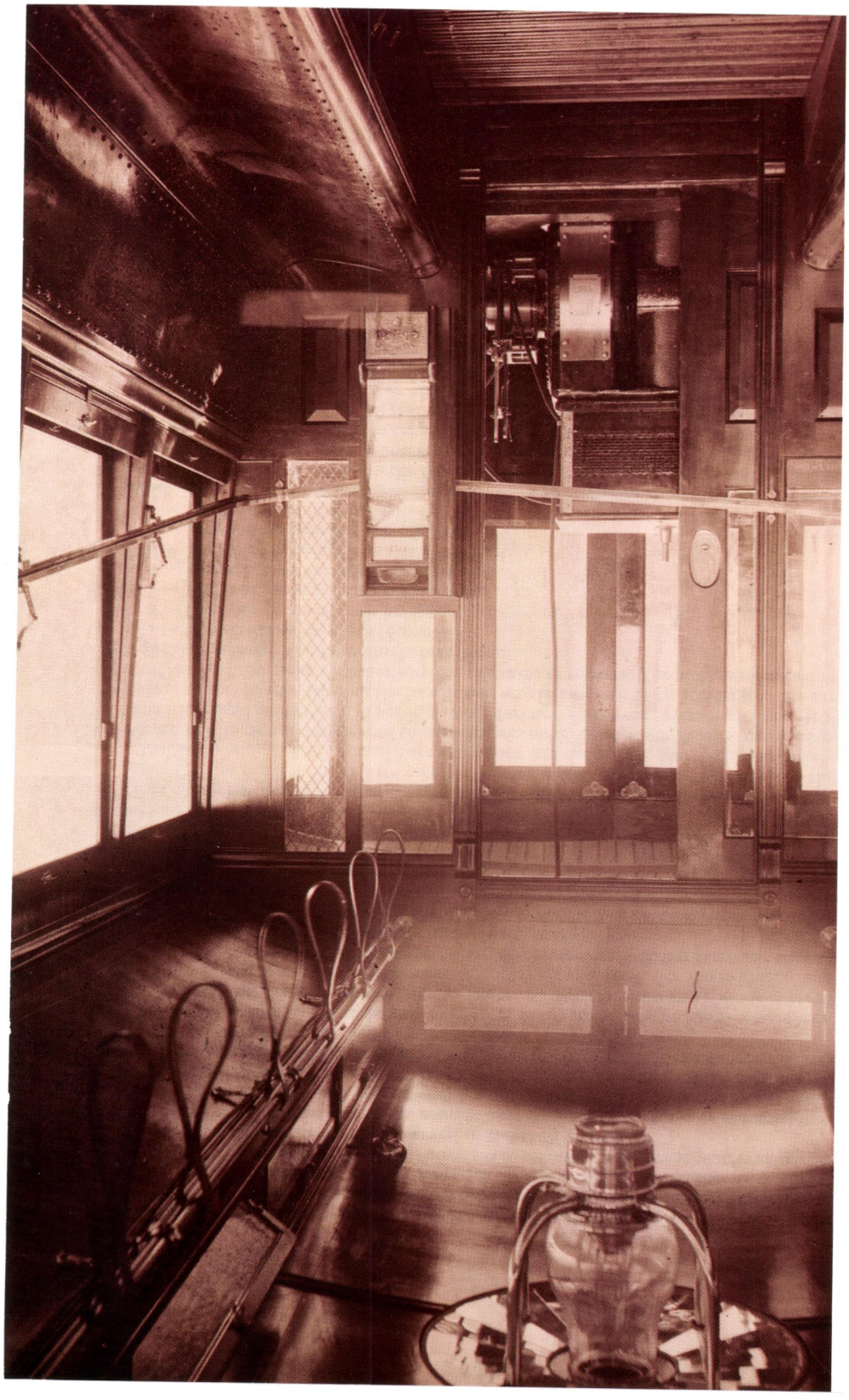


Plate 9-13

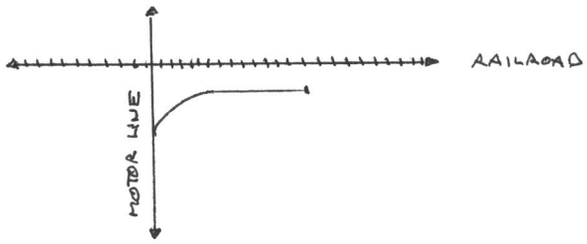
Top: Van Depoele single-ended streetcar showing the motor and chain drive. In actual practice the front axle had to be located farther forward so that the drive chains did not conflict with a car's end sill.
(Van Depoele electric railway catalog, 1887)



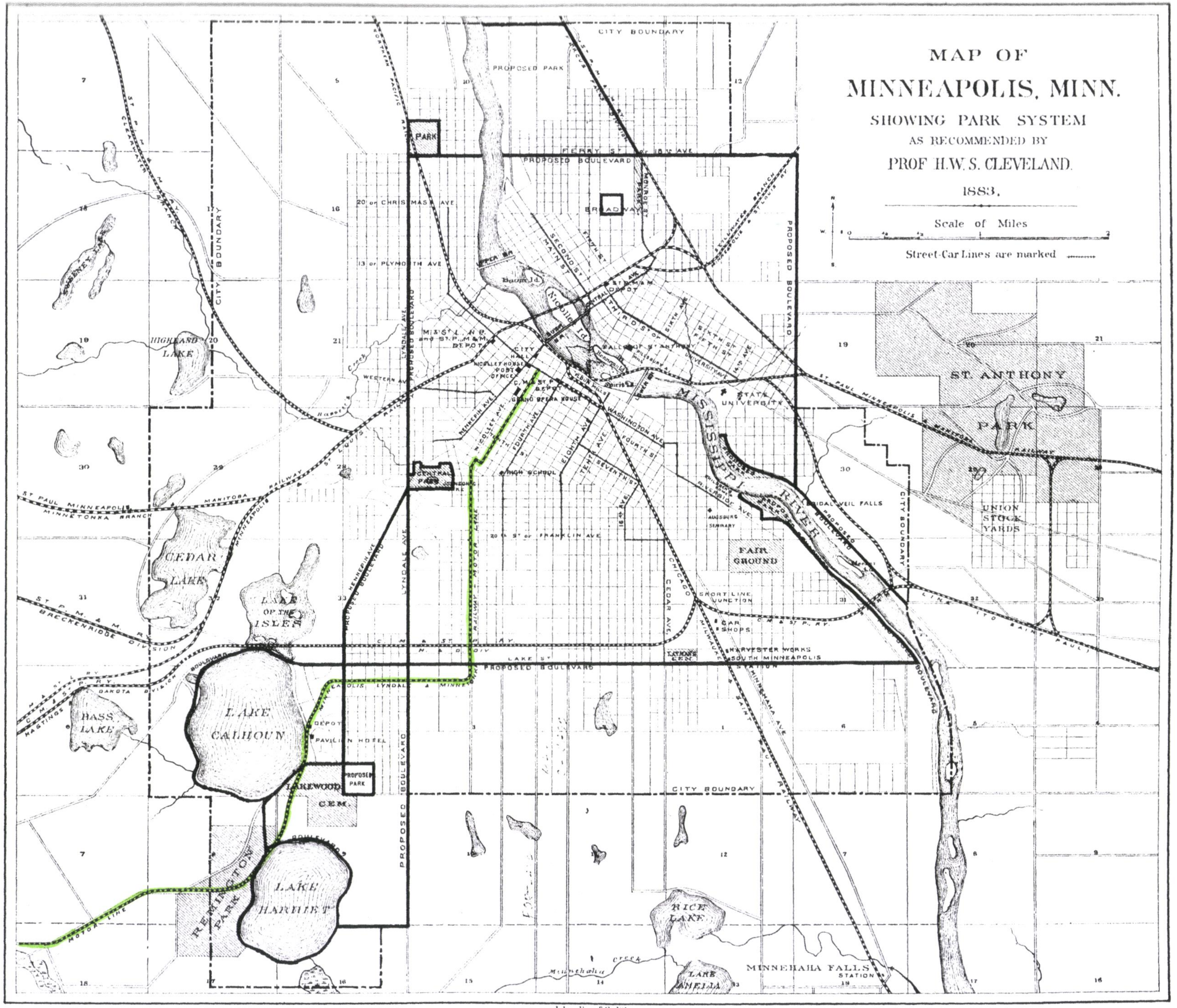
"HATTIES" BRAND. 9-12-1888
(BURNING)

29th St. and Nicollet Ave.

The ML&M Ry. built a spur track off the northbound main track on Nicollet Ave. eastward parallel to the CM&StP Ry. tracks. This was for freight transfer purposes and receiving equipment and materials.



About 1889 Mpls. St. Ry. standard-gauged this spur track and connected it to the CM&StP Ry track. One main line track was converted to dual-gauge on Nicollet Ave. south to the roundhouse site at 31st St. where the cable powerhouse was to be constructed. This track was probably used to haul building materials, machinery and equipment for the powerhouse construction. The powerhouse boilers burned crude oil so tank cars of oil were also moved over this track. As of June 9, 1896, Mpls. St. Ry. had stockpiled there over 800 tons of new steel rails for street reconstruction projects.



Julius Bien & Co. lith

LAKE CALHOUN PAVILION

Historical accounts report that Col. King built an elegant resort hotel, Lake Calhoun Pavilion, on the site of the Gideon Pond cabin during 1877. Constructed upon the hill above the eastern shore, the Pavilion had verandas on its third and fourth floors that provided a view of sunsets and the surrounding countryside. The weekly parties held there were an important part of the city's social life. How King managed to finance the construction considering his desperate financial situation was not mentioned. At this time Philo Remington's enterprises were becoming short of cash and Remington needed repayment of the loans made to King. King was unable to respond and filed bankruptcy in October 1877. Remington foreclosed his mortgage and purchased King's bankrupt estate in April 1878.

Apparently the Lake Calhoun Pavilion, also known as King's Pavilion, was of major concern to Philo Remington. Public transportation from Minneapolis apparently was considered a necessity. Thomas Lowry was fully occupied with the various problems of the Minneapolis St. Ry. and by law MSR could not extend its street railway beyond the city limits of Minneapolis, which at that time were at 26th St. An historical source reports that "King, working with Remington's agents, who had a common interest in Lyndale Farm, persuaded Col. McCrory to build to King's Pavilion at Lake Calhoun."

LAKE CALHOUN SUMMER RESORTS
1881

1. East side: Lyndale Park and the Pavilion, a large public building erected by Col. Wm. S. King and opened in 1877. 60' x 100', two stories and basement. Two wide verandas extended entirely around the structure, which furnished an excellent promenade and fine views of the lake and surrounding country.

2. West side: Lakeside Park and Hotel. The latter was 40' x 70', two stories. On an eminence in the grounds of Lakeside Park was located a tower which rose to a height of 60' and those who toiled to its summit were repaid by a view of the beautiful panorama of nature around and below them.

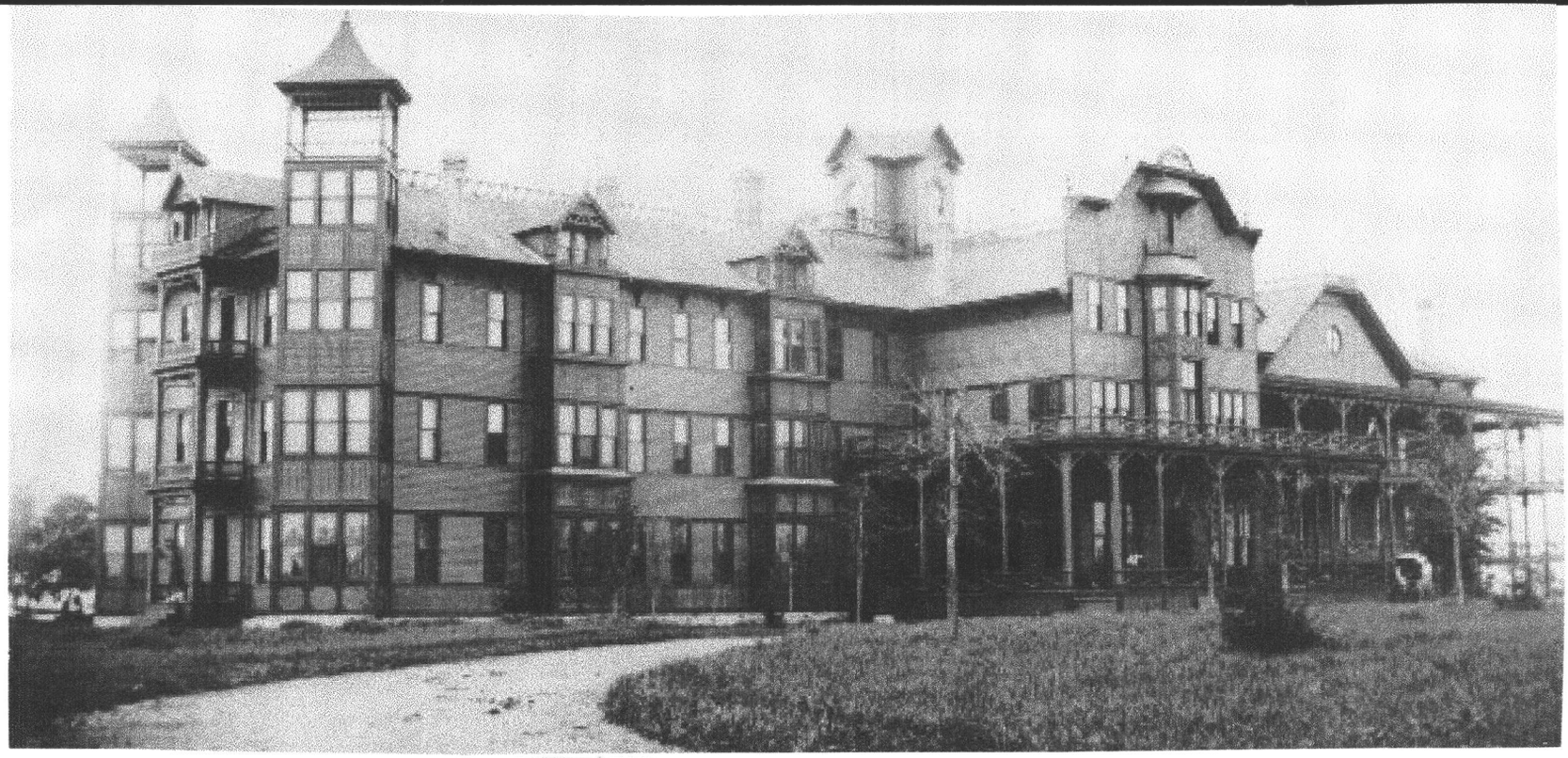
3. West side: several mineral springs, one of which had been curbed and its surroundings improved had become quite popular with the public.

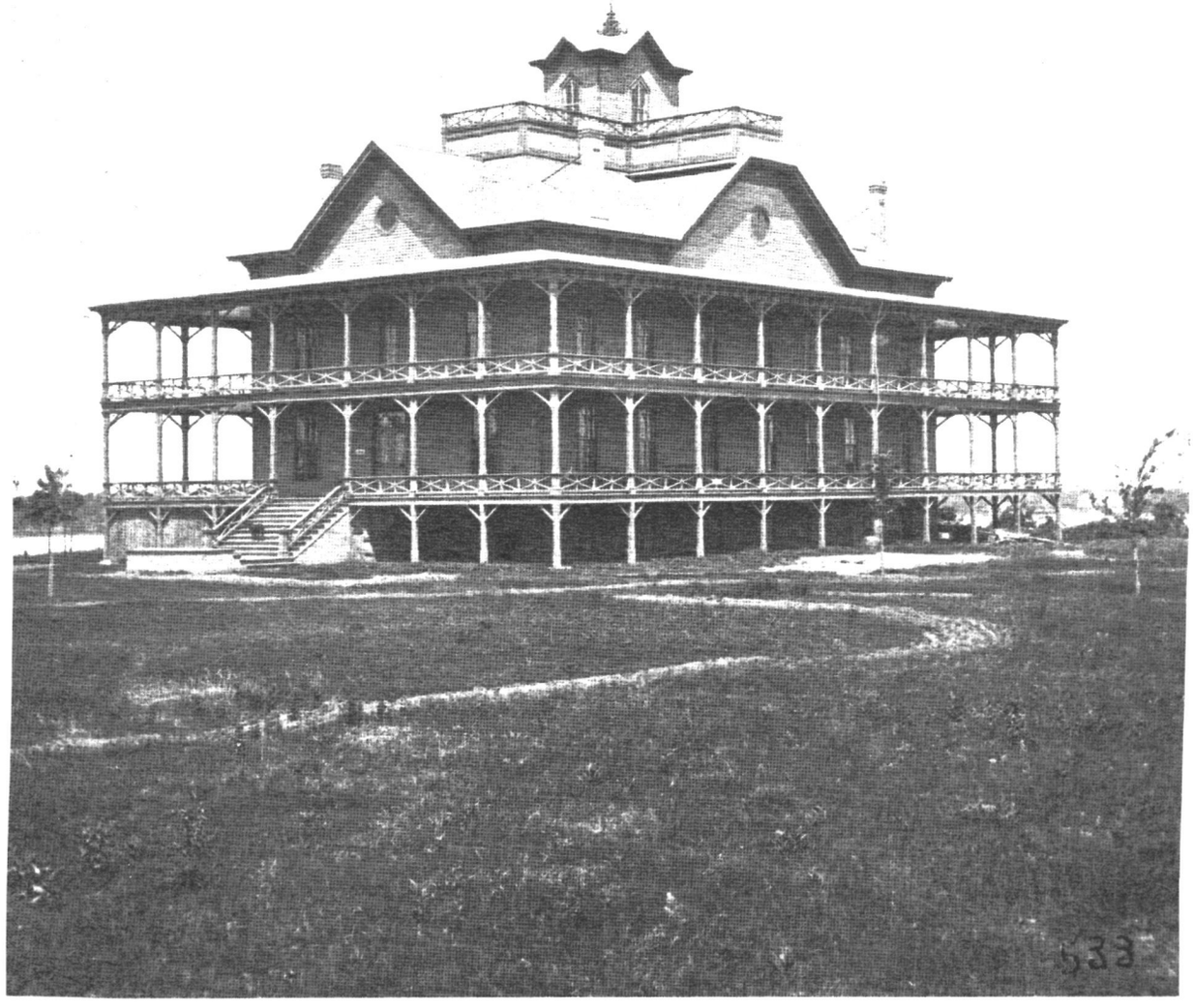
4. North shore: Lake Calhoun House built 1876 intended for a summer hotel. It was one of the finest structures on the lake but never had been used to any extent up to the time it was destroyed by fire in 1880.

5. Northeast shore: Lake View House built 1875.

A large and elegant steamer was placed on Lake Calhoun in 1880. (This was Lyndale Railway Company's HATTIE.

AVERY® M
POLY-VU





Lake Calhoun Pavilion, Minneapolis, about 1880

"Tourist and Sportsman" Newspaper
July 6, 1878

"The proposed narrow gauge road from Minneapolis to Minnetonka which was to cross Ferguson's place [Ferguson's Point, Linwood] and St. Alban's Bay was no longer opposed."

This newspaper and its successor, "Northwestern Tourist", are at the Excelsior -Lake Minnetonka Historical Society, Excelsior.

November 1880

Surveyors were running lines for the M&StL RR thru Linwood (NW¼ Sec 25).

The Motor Line

1879: six daily round trips to Lake Calhoun.

July 4, 1880: opening day to Lake Harriet. Trains consisted of three cars. Trains were crowded until nearly 11 o'clock that night. Estimated 5,000 visitors that day.

June 3, 1882: Lake Harriet station and refreshment stand burned down. Not rebuilt but the Motor Line continued to bring people to the lake for picnics and other outdoor activities.

Lakewood Cemetary

It was Wm. S. King's idea to start a cemetary in July 1871. The Lyndale Cemetary Association was organized 8-7-1871. The L.C.A. purchased 130 acres from King for $21,000. Renamed Lakewood Cemetary Association in 1872; the first lots were sold. Summer 1874 negotiated with King to purchase 24 3/4 acres on the east side; Bill of Sale signed 1879. Also in 1879 the L.C.A. purchased 2½ acres north of 36th St. on which were built a superintendent's house, stables and dwelling for grounds laborers.

The northeast section of the cemetary was originally called the Saunders Park neighborhood which contained a number of residences. In September 1884 the L.C.A. authorized purchase; acquisition date was 1888. Residents were willing to vacate or move houses.

In 1893 L.C.A. purchased another 50 acres (259 lots, 17 dwellings) for $90,000 from C. M. Loring, Henry F. Brown [owner of Browndale Farm, Edina], and James J. Hill.

L.C.A.'s remaining property was purchased in smaller parcels during the next 20 years. Last acquisition was about 1910.

Lyndale Park (Rose Garden)

This was 61¼ acres located between Lake Harriet, King's Highway, and Lakewood Cemetary. The L.C.A. donated 35 acres of woods and wetlands along the cemetary's south side in 1890. Col. King donated adjacent property in 1891.

Charles Alfred Pillsbury
1842-1899

His uncle was Minnesota Governor John S. Pillsbury (1829-1901). He came to Minneapolis in 1869 at the urging of his uncle to engage in the flour milling business.

In 1870 organized Charles A. Pillsbury & Company: Charles A. Pillsbury, John S. Pillsbury (uncle) and George A. Pillsbury (father). In 1874 brother Fred C. Pillsbury was admitted to the firm. The company purchased:

1870	Taylor Mill (became Pillsbury B Mill)	capacity	300 barrels per day
1872	The mill built by L. S. Watson	"	250 " " "
1874	Gov. Pillsbury /traded other property/sold his hardware business/ to acquire the Anchor Mill	"	250 " " "
1877	Leased Excelsior Mill built by Dorilus Morrison	"	800 " " "

In 1877 the Anchor Mill was destroyed by fire.

By 1880 the company was operating 7 of the 25 mills at St.Anthony Falls. Together with the Washburn-Crosby Co. they controlled 8 large mills with over 50% of the city's flour production capacity.

1879-1881 erected the Pillsbury A Mill, capacity 7,000 barrels per day. Later improved to 12,000 barrels per day. In 1882 the Empire, Minneapolis, Pillsbury B, and Excelsior Mills were destroyed by fire. Some were rebuilt.

In 1889 all were sold to Pillsbury-Washburn Flour Mills Ltd. (England). C.A.P. retained a large capital stock interest and served as Managing Director. This company in 1890 acquired the Palisade and Lincoln Mills. It also secured a controlling interest in the whole of the water power at St.Anthony Falls and constructed an auxiliary dam a short distance below the falls for water power purposes (10,000 h.p.).

C.A. Pillsbury was a Director of: Northwestern National Bank; Minneapolis Stockyards & Packing Co. (as was Thomas Lowry); Minneapolis Union Railway (organized 1880 as a subsidiary of StPM&M Ry.)(J.J. Hill, President)(built the stone arch bridge 1883 and union depot 1885); and Northwestern Guaranty Loan Co. (1890) (as was Thomas Lowry).

Fred C. Pillsbury
? - 1892

1878: purchased land in what became Ferndale (Wayzata) and subdivided it into lots. Was a Director of First National Bank of Minneapolis. In 1890 organized the Northwestern Consolidated Milling Co.

Equipment

EQUIPMENT OWNERSHIP

Minnesota Railroad & Warehouse Commission Reports

	10-31 1882	10-31 1883	7-31 1884	6-30 1885	6-30 1886	6-30 1887	6-30 1888	6-30 1889
Locomotive 20 Tons +	1	1	1	1	1	4	6	
Locomotive 10 Tons +	4	4	4	6	6	9	9	
Totals	5	5	5	7	7	13	15	15
Passenger	13	17	17	32	38	49*	56	56
Express & Baggage	1	1	1	1	1	2		
Box & Freight	1	1	1	1	1		2	
Flat & Coal	10	10	10@	10	10	8	9	
Other Cars	10	10	10					4#
Hand Cars	2	2	2					
Hand & Other Cars				2	5		2	

* listed as 26 first class cars and 23 second class cars.
@ listed as 9 flat cars and 1 coal car.
# "other than passenger"

Security for 4-1-87 Bond Issue

Locomotive	1
Steam Motors	12
Passenger Cars	38
Flat Cars	10
Box Cars	2
Dump Cars	9

1890 U. S. Census

Steam Locomotive	2
Dummy Engines	13
Passenger Cars	56
Other Cars	4

Offered for Sale by MSR in June, 1891, Street Railway Journal

Steam Locomotives with Tenders (20 and 25 tons)	2
Steam Motors (15 to 20 tons)	12
Passenger Trailers (26' to 40' long)	21
Open Passenger Excursion Trailers (34' long)	34
Flat Trailers (30' long)	8
Despatch Car	1
Caboose (24' long)	1

Speculation as to Locomotives 6-30-87 to 6-30-88:

6-30-87:
- 20 Tons +: 1 locomotive + 3 unrebuilt soda motors
- 10 Tons +: 8 motors + 1 rebuilt soda motor

6-30-88:
- acquisitions: 1 locomotive (source ?) and 1 motor (Van Depoele electric motor?) and 4 passenger cars (and 1 flat car?)

Steam Motors
0-4-2 Wheel Arrangement
Baldwin Locomotive Works

ML&M No.	BLW No.	Date Built	Cylinders	Driver Diam.	Weight Drivers	Weight Total	
1	4638	5-79	10 x 12	37		25,000	
2	4641	5-79	10 x 12	37		25,000	
3	6230	6-82	11 x 16	41	28,000	38,000	
4	6231	6-82	11 x 16	41	28,000	38,000	
5	7606	5-85	11 x 16	42	28,000	38,000	
6	7607	5-85	11 x 16	42	28,000	38,000	
7	8127	9-86	14½ x 16	42		63,800	soda
8	8144	9-86	14½ x 16	42		63,800	soda
9	8152	9-86	14½ x 16	42		63,800	soda
10	8159	9-86	14½ x 16	42		63,800	soda
11	8320	1-87	11 x 16	42	28,000	38,000	
12	8321	1-87	11 x 16	42	28,000	38,000	

All were equipped with Eames vacuum brakes. Motors 1-2 had fuel capacity of 400 gallons water and coal for 12 miles. Motors 3-4, and presumably the others, had fuel capacity of 500 gallons water and 500 pounds coal.

Steam Locomotives
2-6-0 Wheel Arrangement
Baldwin Locomotive Works

12	5694	6-81	13 x 18	41	38,000	45,000
13	5695	6-81	13 x 18	41	38,000	45,000

According to BLW records they were ordered 1-29-1881 as #12 ROBERT S. INNES and #13 DR. WM. B. HAWKES. They were painted olive green and equipped with Radley & Hunter smokestacks. These were replaced with smaller diamond smokestacks ordered from BLW 8-5-1881. Both had Eames vacuum brakes. Both were BLW Class 8-20D, numbers 43 and 44.

Steam Locomotives
4-4-0 Wheel Arrangement
Baldwin Locomotive Works

13 6238 6-82

Ordered in late 1881 as #13 DR. WM. B. HAWKES. The specification sheet is dated 2-5-1882. BLW Class 8-18½C, number 39.

Please refer to the section on Equipment Dispositions for further explanation and details.

MINNEAPOLIS TRIBUNE ARTICLES

Equipment

6-28-1879: equipment consisted of two steam motors, 2 closed passenger cars, 2 open passenger cars and two flat cars. [The four passenger cars were built new by the J. G. Brill Company, Philadelphia. One closed car was named CALHOUN. The two open cars were numbered 1 and 2.] The steam motors weighed about 25,000 lbs., had 8" x 12" cylinders, 36" drivers, and were painted a yellowish-brown, about the shade of oiled oak. All of the equipment was furnished with vacuum brakes.

12-16-1879: purchased two Sterling "noiseless exhausts" to muffle the noise of the steam motors.

6-04-1880: two new open passenger cars recently ordered were shipped from Philadelphia on the 28th.
6-12-1880: two open passenger cars of a design and build similar to those now in use were received yesterday at the StPM&M Ry depot. Will be unloaded and placed on the track today. [These were numbers 3 and 4, built new by the J. G. Brill Company, Philadelphia.]

Prior to 8-1-1881: 4 1/2 miles of road. Two steam motors, 6 passenger cars (2 closed, 4 open), 3 flat cars. At Lake Calhoun: sheds for motors and cars when not in use; cottages for employees and families.

8-9-1881: the baby locomotives are used between Lakes Calhoun and Harriet. They are very handsome engines and attract general attention. [Baldwin Locomotive Works 2-6-0's #12 and 13]

10-11-1881: every locomotive building establishment in America is overrun with orders, and new work is not promised earlier than six months, but ML&M Ry. got their orders into the Baldwin works last summer, and may shortly expect new engines. The Pullman Palace Car Company is now building 12 new cars for the line with reversible seats. The new equipment ordered will cost at least $50,000. [Apparently the Pullman order was [redacted] revised.]

12-28-1881: eighteen new cars have been added. Ten are the open excursion cars now in use; eight are closed cars which will be shipped during February. These closed cars were equipped with window sash that dropped down completely into the body sidewall.

1-1-1882: equipment consists of two motors, one locomotive, 14 open and 10 closed excursion cars, one caboose, one box car, and 10 flat cars. One side-wheel steamboat at Lake Calhoun.

3-24-1882: yesterday was the hardest day of the season; close to a blizzard of snow. The big locomotive, #12, was busy all day keeping the track clear, being bothered especially between 24th St. and Lake St.

1-1-1883: seven passenger cars and two steam motors were placed in service during 1882. The equipment consists of four motors, one locomotive, 21 open and closed passenger cars, one caboose, one box car and 10 flat cars. Four additional passenger cars will be required in the spring.

11-2-1884: rolling stock at present consists of five engines, 17 passenger cars, 11 flat cars, 10 dump cars, two box cars, two hand cars, and one iron car. Also owns one side-wheel steamboat on Lake Calhoun with a capacity of 300 passengers.

1-1-1886: comprises 6 steam motors @ $4,500 each, 1 locomotive @ $6,000 each; 32 cars with 6 new cars overdue.

9-30-1886: mentions that one soda motor with two of the company's new large passenger cars would make a fitting train.

4-18-1887: several new engines will soon be put into service. A number of new open cars received from the shops.

Analysis of the annual passenger car quantities reported in these newspaper articles indicates the Minn. Railroad & Warehouse Commission annual reports are more accurate.

PASSENGER TRAILERS

Refer to the Minneapolis Tribune Articles (previous page); the following is additional information.

1881 Express (Despatch) car #1. A photo of this car taken about 1884-1885 shows it as # 50.

M & M 50
D E S P A T C H

1882 Seven cars acquired under a conditional sales contract dated 3-20-1882. Five cars arrived in Minneapolis 5-22-1882: one open car and four closed cars from the East New York & Broadway Motor Line. This transaction was refinanced 3-20-1884 through a lease with option to purchase.

1883 Two new deluxe cars for the Excelsior trains.

1885 Six new large cars were received from an eastern builder.

Subsequently: more new open cars. Four new closed cars built by Pullman's Palace Car Co. surpassing the previous six cars in deluxe fittings and trimmings.

June 1887 Street Railway Journal: The company is building 12 new open cars for use this summer.

Pullman's Palace Car Co. order number 1391 dated 5-16-1887 covered the building of 20 closed trailers, numbered 100-119, for the King's County Elevated Railroad, Brooklyn, N.Y. Cars 106-109 were rejected; resold 9-26-1887 to the ML&M Ry. becoming their 53-56 (four cars).

ERofM page 71 has a photograph of an obviously second-hand trailer, number 63.

The 1891 advertisement of equipment for sale included engravings of closed trailer 12 and open trailer 18.

MSR open motor car 557 was rebuilt from ML&M open trailer 65.

EQUIPMENT DISPOSITIONS

As related unter 1881 one of the 2-6-0 locomotives was sold. This was #13, builder's number 5695, which went to the San Pete Valley Railway in Utah as their #1, arriving in December 1881. It was rebuilt for them in 1893 by the Union Pacific Railway, renumbered 107. Resold 4-14-1899 to the Sumpter Valley Railway as their #3. Renumbered 13 in 1906. Retired 1910.

Apparently #12, the other 2-6-0 locomotive, builder's number 5694, was renamed DR. WM. B. HAWKES, after #13 was sold. Both 2-6-0's were built as wood-fired with a tender water capacity of 1400 gallons. #12 was subsequently converted to coal fired. #12 was involved in a derailment which damaged its cab to the extent that it was replaced, with a larger three-window cab. Presumably renumbered 13 in 1887 when new steam motors #11-#12 were received. Sold to the MStP&SSM Ry. (Soo Line) in 1891; rebuilt by their Shoreham Shops to standard gauge during September 1891 as their Class Z #322 and leased to the Wisconsin & Chippewa Railway (their #999). Sold to them in February 1897. The W&C Ry. merged with the Marinette, Tomahawk & Western Railway in June 1898 and the locomotive became their #3. Resold July 1904 to F. M. Hicks, a Chicago used equipment dealer. Resold shortly thereafter to the Birmingham Rail & Locomotive Company. Resold to the Allison Lumber Company, Bellamy, Alabama, as their #100. Scrapped about 1938.

The 1881 order for the 4-4-0 locomotive, also #13 DR. WM. B. HAWKES, was completed in June 1882, but the order was cancelled. BLW sold the locomotive 7-28-1882 to the Irolo Railroad in Mexico as their #4 LOS REYES.

One closed passenger trailer was rebuilt by the J. G. Brill Company under order number 3206 dated 10-30-1890 for the Roanoke Street Railway, Roanoke, Virginia. Described as one closed trailer, double truck, double end, railroad roof, 26 ft. long body, from the Minneapolis Lyndale & Minnetonka Ry.

One steam motor and apparently two closed trailers, rebuilt to standard gauge, were sold about 1891-1892 to the North St.Paul Railroad. The steam motor became their #2 and appeared to be a rebuilt soda motor. Still owned as of April 1897.

One steam motor and four passenger trailers were sold to the Madison Motor Line, Madison, South Dakota.

An elderly former resident of Minneapolis closed passenger trailers being hauled up 20th Ave. N. (Broadway Ave.) to the Northern Car Company plant in Robbinsdale. Some of them were destroyed in the Northern Car Company fire, while the bodies of others, including the Despatch Car, were sold. Consideration had been given to adapting the closed trailers to electric motor cars but this was found impractical because of their heavy weight.

He also recalled seeing what he termed a "rebuilt soda motor" pulling what he identified as one small vestibuled ex-horsecar in operation on the North Side Street Railway, Robbinsdale.

Fourteen of the open excursion trailers were rebuilt by Northern Car Company to electric motor cars for the Minneapolis St. Ry. during 1892. Became their numbers 555-568. Presumably other open trailers could have been destroyed in the Northern Car Co. fire.

Three closed passenger trailers went to the Wisconsin & Chippewa Ry., apparently through the MStP&SSM Ry. (Soo Line).

The third car was a closed passenger trailer, originally built by the Barney & Smith Car Co., purchased by the Soo Line from the MSR in January, 1893, and rebuilt into a business car by the Shoreham Shops during June, 1893. It was leased to, and later sold to William H. Bradley, lumberman, founder of the town of Tomahawk, and builder/owner of the Wisconsin & Chippewa Ry. Lettered for the W&C Ry. and numbered 200, it was mounted on standard gauge trucks. The car was remodeled in Soo Line's Shoreham Shops during February, 1897. In 1898 the W&C Ry. was merged with the Marinette, Tomahawk & Western Ry. After Bradley's death in 1902, the car was purchased by the Soo Line 6-30-1904. Retaining the number 200, it continued in use as a business car until it was dismantled 11-30-1926.

It is not known whether the first two passed through Soo Line ownership; they apparently were rebuilt by the Soo Line (date ?) for the Wisconsin & Chippewa Ry. One was converted into a passenger-baggage car, with londitudinal seats in the passenger compartment. The other was a straight passenger car, with longitudinal seats at each end, and transverse seats in the center. In 1899 the MT&W Ry. rebuilt the combination car into a smoking car (#1001) and the passenger car into a parlor car (#2001). The MT&W Ry. discontinued passenger service in October, 1918; the cars were not retired until April, 1927. #1001's body was used for an oil storage warehouse and finally demolished in 1947. #2001's body was used for tool and supply storage for a while, then sold for use as a business building. Demolished in the early 1970's.

ML&M Ry. Passenger Trailers

Year	Closed	Open	Total
1879	2 (CALHOUN ?)	2 (#1-2)	4
1880	-	2 (#3-4)	2
6 as of 8-1-1881	2 (#1-2)	4 (#1-4)	6
1882 leased	4	3 (1 for curtain)	7
	6	7	13
1882-1883	2 (Excelsior Trains)	2	4
MA&WC 7-31-84 / triple Trib 11-2-84	8	9	17
1884-1885	8	7	15
6-30-1885	16	16	32
1885-1886	6	-	6
6-30-1886	22	16	38
1886-1887	4 (#53-56 ?)	7	11
	26 (1st Class)	23 (2nd Class)	49
1887 Co Hope	-	12	7
1887	(5)	-	
	21	35	56
1891 JRL adv. Engraving	21 (26' to 40')	34 (34')	55
	*12	*18	

MOTOR LINE DIRECTORS

Promoters of First Rapid Transit
Here Meet Again

Memories of old days were awakened this week by a called meeting of the directors of the Minneapolis, Minnehaha & Fort Snelling Railway company. The meeting was called to secure signatures of the directorate to a deed, made necessary in order to perfect the title to some property in the Palmer addition, which is being sold off by the David C Bell Investment Company.

The Minneapolis, Minnehaha & Fort Snelling Railway Company was the right of way company of the old McCrory line, the Minneapolis, Lyndale & Minnetonka Railway, whose remaining cars are molderlng in the former street railway carhouse at Robblnsdale, now used to store hay and farm paraphernalia.

So rapid are the changes in Minneapolis that many thousands know nothing of the old, puffy motor cars and the route which they took to the Falls, Calhoun and Minnetonka.

Minneapolis Journal August 15, 1902

CLASS DESIGNATIONS.

THE different classes of locomotives are designated by a combination of figures with one of the letters C, D, E, or F, so as to indicate both the plan and size, as follows:

The letter C indicates that four wheels are connected as driving-wheels.
" " D " " six " " "
" " E " " eight " " "
" " F " " ten " " "

1. A figure or figures (4, 6, 8, 10, or 12) is used to indicate the whole number of wheels under the locomotive.

2. A figure or figures, following the figures indicating the whole number of wheels, indicates the diameter of cylinders, viz.:

	8	indicates	cylinders	7	inches in diameter.
	10½	"	"	8	" "
11 and	12	"	"	9	" "
	14	"	"	10	" "
	16	"	"	11	" "
18 and	18½	"	"	12	" "
	20	"	"	13	" "
	22	"	"	14	" "
	24	"	"	15	" "
	26	"	"	16	" "
	28	"	"	17	" "
	30	"	"	18	" "

Thus 8-18 C indicates an eight-wheeled locomotive, having four wheels coupled, and cylinders twelve inches in diameter. 8-22 D indicates an eight-wheeled locomotive, having six wheels coupled, and cylinders fourteen inches in diameter; and 10-26 E, a ten-wheeled locomotive, having eight wheels coupled, and cylinders sixteen inches in diameter.

The addition of the fraction ¼ indicates that there is a truck at each end of the locomotive. Thus 8-18¼ C indicates an eight-wheeled locomotive, having four wheels coupled, cylinders twelve inches in diameter, and a two-wheeled truck at each end.

The addition of the fraction ⅓ indicates that the engine is on the "Forney" plan, having the truck back of the fire-box. Thus 8-16⅓ C indicates an eight-wheeled locomotive, having four wheels coupled, cylinders eleven inches in diameter, and a four-wheeled truck back of the fire-box. 6-16⅓ C indicates a six-wheeled locomotive, having four wheels coupled, cylinders eleven inches in diameter, and a two-wheeled truck back of the fire-box.

The figures following the class designation, as found on every locomotive, give the *class number* for that locomotive, and supply an individual designation for it, in addition to the construction number. Thus 8-20 C 500 means the five-hundredth locomotive of the 8-20 C class.

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BALDWIN LOCOMOTIVE WORKS
SPECIFICATIONS FOR ENGINES

Class C-14 1/3 C No's 3-4 For W. McCrory 3-14-1879 Drawing No. 2 Volume 9 Page 101. Specification 67 in letter book 183. Fuel: Hard Coal. Cylinders 10" x 12". Drive wheels 37" diameter. Eames vacuum brakes. Truck 2-wheel (24" dia.) swing bolster. Tank 400 gals. Coal space for not less than a 12-mile run. Finish E9. Painting style: Engine: outside dark maroon (as 4/9C6); inside and tank: drab. Mark above windows MINNEAPOLIS, LYNDALE & LAKE CALHOUN. Road Numbers below windows: **1 and 2.**

Class 8-20 D No's 43-44 For Minneapolis Lyndale & Minnetonka 1-29-1881 Drawing No. 7 Volune 10 page 244. Fuel: Wood at first, afterward Coal. Weight: 38,000 on drivers, 45,000 total. Cylinders 13" x 18". Drive wheels 41" diameter. Stack: Radley & Hunter 13" diameter (Diamond sent extra 8-5-1881). Truck 2-wheel (26" dia.) swing bolster. Tender: 8-wheeled (24" dia.), Drawing No. 124, 1400 gallons, trucks wood bolster,channel bars across. Eames vacuum brakes. Finish D1. Painting Style: 69 Engine: olive green and color; 1 Tender: olive green and color. Mark on Tank: MINNEAPOLIS, LYNDALE & MINNETONKA. Road Number and Name: **12 ROBERT S. INNES.** and **13 DR. WM. B. HAWKES.**

Class 6-16 1/3 C No's. 12-13 For Minneapolis, Lyndale & Minnetonka 2-3-1882 Drawing No. 4. Volume 11 Page 80. Memorandum Spec. No. 78 with same extras as C-14 1/3 C No's 3-4. Fuel: Hard Coal. Weight: 28,000 on drivers, 38,000 total. Cylinders 11" x 16". Eames vacuum brakes. Truck: 2-wheel (24" dia.) swing bolster. Tank 550 gals. To take coal in top of tank back of cab, 500 lbs. capacity. Finish E9. Painting Style: Motor #1 light leather color, brown panels, striping gold color; Tank #48 light leather color, brown panels. Mark above windows: MINNEAPOLIS, LYNDALE & MINNETONKA. Builder's card each side on tank. Road Numbers **3 and 4;** on tender back of tank, on cab below windows.

Class 8-18 1/2 C No. 39 For Minneapolis Lyndale & Minnetonka 2-3-1882; lined through and replaced with Irolo Railroad Co. 7-28-1882. Drawing No. 3. Volume 11 Page 81. Memorandum Spec. No. 79. Fuel: Wood. Cylinders 12" x 18". Drivers 41" diameter. Stack: Radley & Hunter, 13" diameter. Eames vacuum brakes. Truck: 4-wheel (24" dia.) swing bolster. Tender: 8-wheeled (24" dia.), arch bar, channel bars across, wood bolster trucks. Finish: D1.
Painting Style: 69 Engine, olive green and color; 69 Tender, olive green and color.
Mark on Tank: MINNEAPOLIS, LYNDALE & MINNETONKA.; lined through and replaced with: None.
Road No. **13 Dr. Wm. B. Hawkes.**; lined through and replaced with **4.**

Class 6-16 1/3 C No's. 22-23, 26-27. For Minneapolis Lyndale & Minnetonka 4-21-1885 and 11-27-1886. Drawing No. 8. Volume 12 Page 174. Memorandum Spec. No. 486 Duplicate of 6-16 1/3 C No's. 12-13 except as modified by compamy's spec. and drawing with same extras as 6-16 1/3 C No's. 12-13 June 1885. Memorandum Spec. No. 812 with same extras as 6-16 1/3 No's. 12-13 January 1887. Fuel: Hard Coal. Cylinders 11" x 16". Drivers: 42" diameter. Eames vacuum brakes. Truck: 2-wheeled (24" dia.) swing bolster. Tank: 550 gals. Coal box to take coal bin top of tanki, back of cab, 500 lbs. capacity. Finish: E9. Painting Style: Motor 9; Engine, dark wine color below -----, deep corn color above -----; 68 Tank, cab and tank neatly striped, outside of sash to be ----- dark walnut. Mark on cab above windows: M. L. & M Ry. Builder's card on each side on tank. Road No. **5, 6, 11, 12;** on tender back of tank and on cab below windows.

Class 6-23 1/3 C No's. 1-4 For Minneapolis, Lyndale & Minnetonka Ry. Co. 5-15-1886. Volume 13 Page 104. Memorandum Spec. No. 675. Set of drawings to be furnished as -----. Fuel: Soda. Weight on drivers 56,720 lbs., total 63,800 lbs. Cylinders: 14 1/2"x 16". Drivers 42" diameter. Truck: 2-wheeled (24" dia.) swing bolster. Finish: O5. Painting Style: As Co. Sample. Engine: light ochre and gold edged with silver(?). Letter and No's. as Co. sample. Mark above windows: MINNEAPOLIS, LYNDALE & MINNETONKA.; on center of each side: SODA MOTOR. Road No's.
7, 8, 9 and 10; on front of cab, back of cab, + [bottom of side] each end.

Specification for Engines, Class [illegible] Nos. [illegible]

For Minneapolis, Lyndale & Minnetonka Ry Co 5/15 1886 — DRAWING No. [illegible]

Gauge of Road	3 Ft. 0 In., Play ⅜" Lagging wood & cloth
Fuel	Soda
Boiler Material	Copper Otis steel, Thick 5/16" ⅛", Bill 1264
Diam.*	63", Plan Straight, Fire Door None
Domes Dia.	three Domes Dia. 15", 20", Position, Each end
" Casing	Planished Iron, Beads Brass Bands
Jacket Iron	Planished, Bands Brass, Style —
Fire Box, Length	—, Width —, Depth —
" Material	—, Crown —, Tube —, Sides —, Back —
Water Space, Front	—, Sides —, Back —
Crown Bars	— Placed — above Crown.
" Bolts	—
Combustion Cham.	—, Hollow Stays —
Tubes, Material	Copper, Ends Beaded
" No	2, Dia. 2¼", 2¾", Length 12 ft 6", 12 ft 9", 12 ft 6"
Heating Surface	Tubes Fire Box, Total
Safety Valves	Iron Steam Boiler 1 @ 85#, Soda " 1 " Lock up each with relief lev. " " " 20 "
Gauge Cocks	Three, Surface Valve None
Water Gauges	Two, Blow off Cocks Two
Dry Pipe	Copper, Fire Bricks None
Cleaning Plugs	Fire Box None
" "	Waist 1 under front, Lt. Boiler
Grate	None
Ash Pan, Dampers	None, Depth —

Boiler to be tested at 210 lbs steam pressure — To prevent damage in the tube owing to the absence of the Soda, The Soda Boiler should be filled with hot water & the safety valve arranged to blow off at 30 lbs

Wheel Base Rigid 5'0" Driving 5'6" Total 10'6"

Pumps, Kind	None, Position —
Chambers	Top —, Bottom —
Feed Cock	—, Feed Pipes —
Check	—, Check " —
Heater	—
Injectors	1 Universal, No. 4, Position Front
Pipes, Steam	Copper, Check Copper, Feed Iron
Check	B. L. W., Position Front
Sand Box, Dim.	Square, Pipes Iron
Body	Iron painted, Beads None
Cab, Material	Ash painted
Pilot	Oak, Dampers, Iron
Drawhead, {Con. above Rail}	24"
Pushing Shoes	None, Steps None, Bmpr. Plate Wi
Bumper Blocks	None
Truck	2 Wheeled Swing Bolster
Rad. Bar	With Wheel Cover None
Wheels, Dia.	24", Tread N., Kind Plate
Journals, "	3½", Length 6"
Tires, Kind	Max. Con. Diam. —, Shrink —, Heat —

Foot Plate to have sill to protect the sill from wear by stepping on it. Hand rail on cab from pilot, so nothing can get under machine. Windows in cab to be glazed with alternate red & blue glass

Cab of general design shown by Co's drawing

Ash painted

Dampers for steam to be operated by Engineer from cab

Cab signal gong

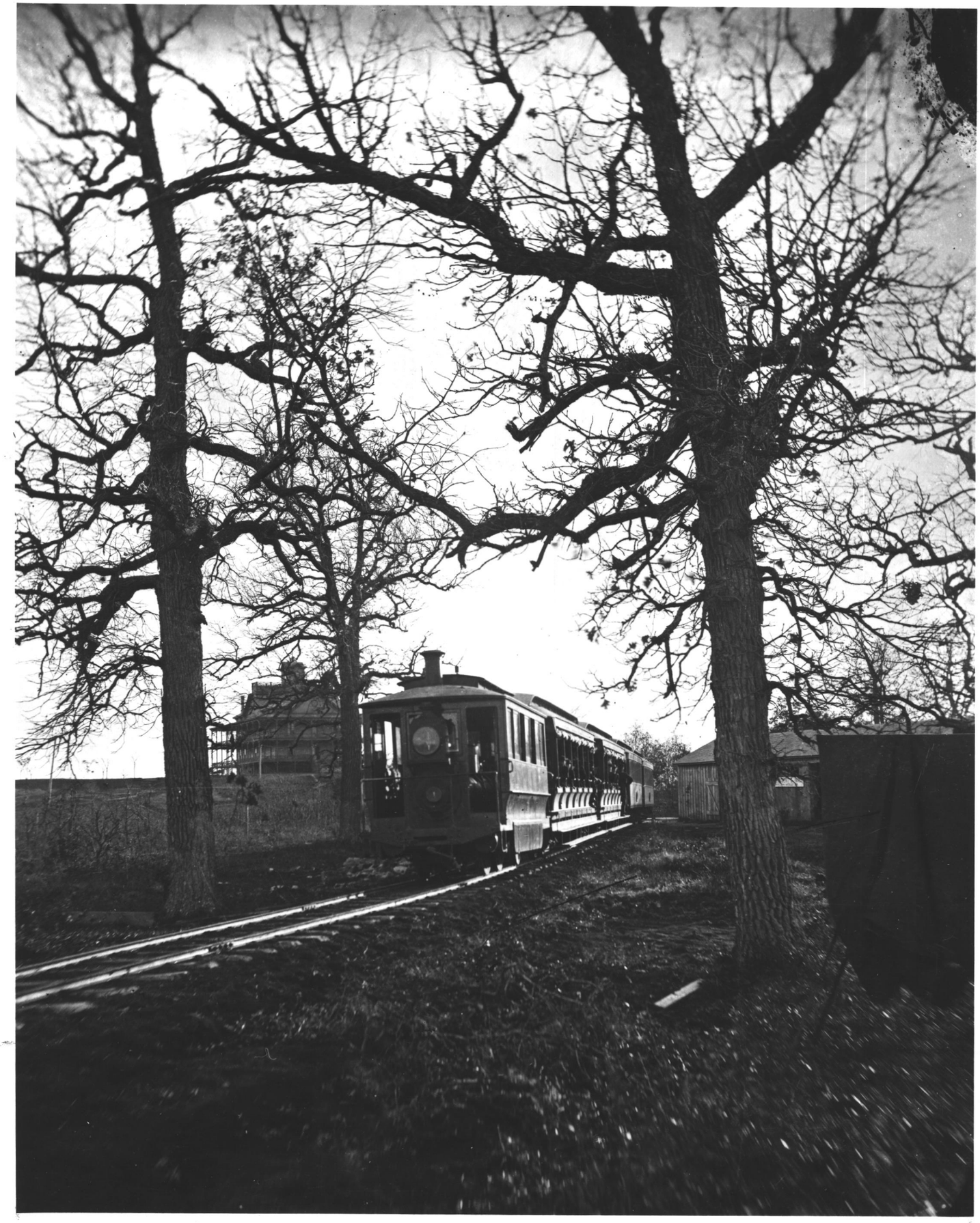
Truck to be Co's style

Wheels to be turned

Rad. Bar

Journals, "

Tires, Kind



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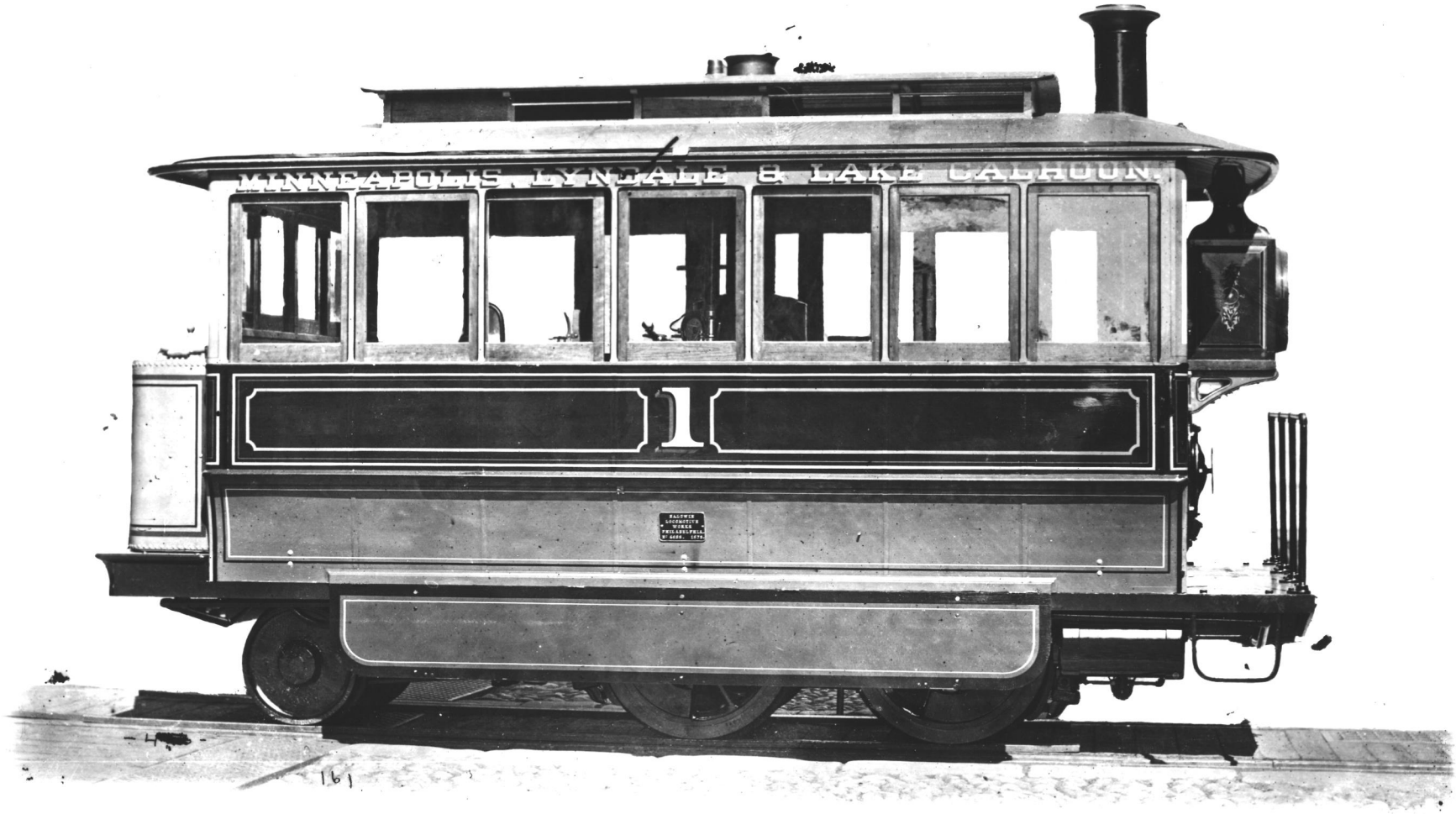
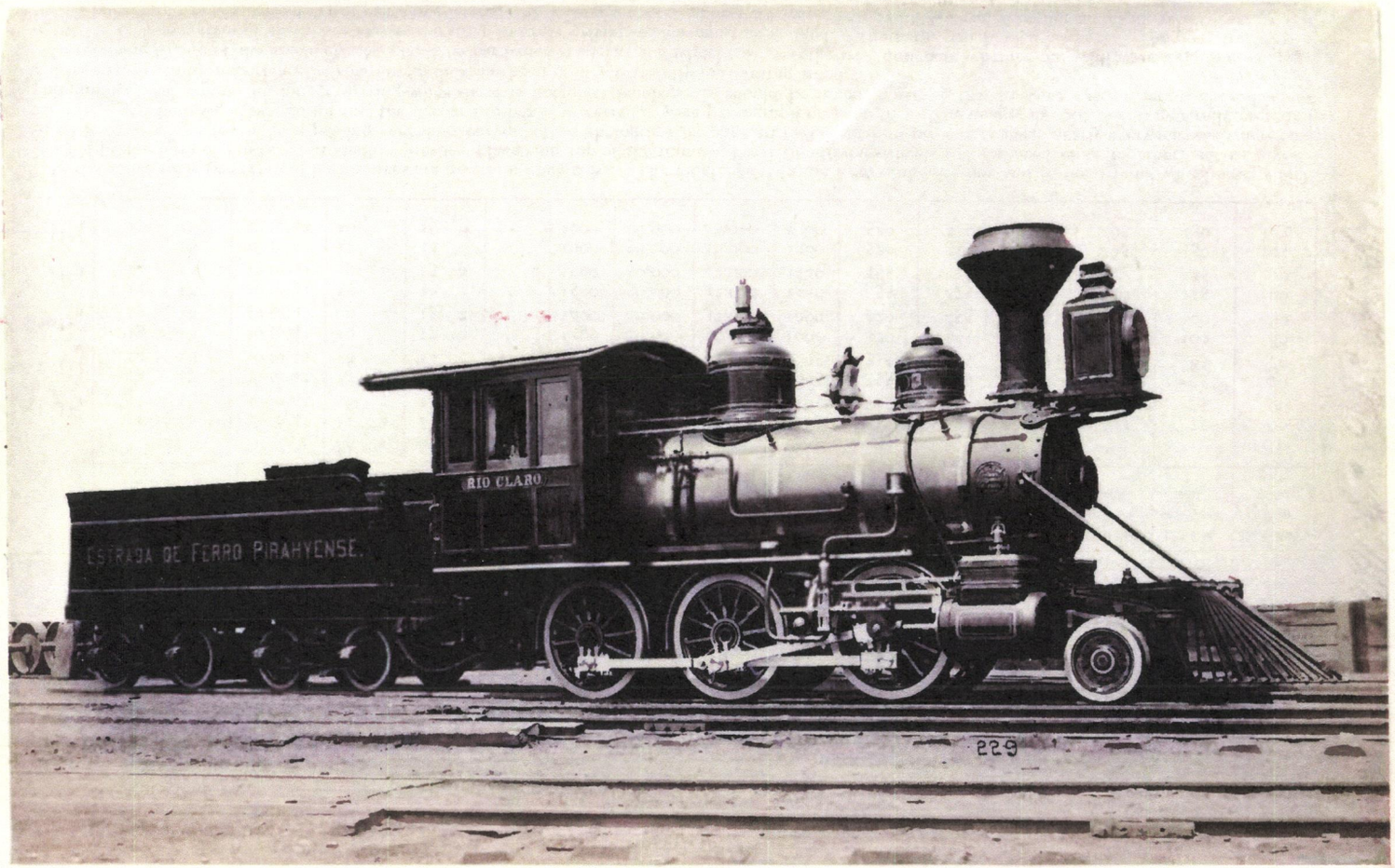
PV119ED


MINNEAPOLIS, LYNDALE & LAKE CALHOUN
1

AVERY®
POLY-VU



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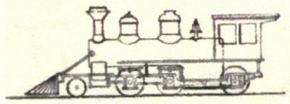
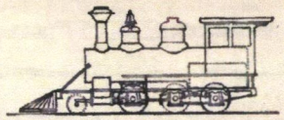


FREIGHT LOCOMOTIVES, "MOGUL" TYPE.

GAUGE, THREE FEET OR WIDER FUEL, WOOD OR COAL.



General Design shown by Photographs on pages 18 and 20.

DIMENSIONS, WEIGHTS, AND TRACTIVE POWER OF FIVE SIZES OF THIS PATTERN.

CLASS.	Cylinders. Diam. Stroke. Inches.	Diam. of Driving-Wheels. Inches.	Wheel-Base. Of Driving-Wheels.	Wheel-Base. Total.	Capacity of Tank for Water. 8⅓-Pound Gallons. Tank on Boiler or Engine Frames.	Capacity of Tank for Water. 8⅓-Pound Gallons. Separate Tender.	Weight in Working Order. Pounds. Total.	Weight in Working Order. Pounds. On all Driving-Wheels.	LOAD IN TONS (OF 2240 POUNDS) OF CARS AND LADING. On a Level.	On a Grade per Mile of 26.4 Feet, or ¼ per cent.	On a Grade per Mile of 52.8 Feet, or 1 per cent.	On a Grade per Mile of 79.2 Feet, or 1½ per cent.	On a Grade per Mile of 105.6 Feet, or 2 per cent.	On a Grade per Mile of 132 Feet, or 2½ per cent.	On a Grade per Mile of 158.4 Feet, or 3 per cent.
			Ft. In.	*Ft. In.*											
8-16 D	11 × 18	36 to 41	11 4	17 4		1000	35,000	29,000	785	315	190	130	100	75	60
	11 × 18	36 to 41	8 7	14 3		1000	35,000	29,000	785	315	190	130	100	75	60
8-18 D	12 × 18	36 to 41	11 8	17 8		1200	40,000	33,000	895	355	215	150	110	85	70
	12 × 18	36 to 41	8 8	14 8		1200	40,000	33,000	895	355	215	150	110	85	70
8-20 D	13 × 18	36 to 41	12	17 10		1400	46,000	39,000	1060	420	255	175	130	100	80
	13 × 18	36 to 41	9 2	15 2		1400	46,000	39,000	1060	420	255	175	130	100	80
8-22 D	14 × 18	36 to 41	12	18 4		1500	50,000	42,000	1140	455	275	190	140	115	90
	14 × 18	36 to 41	9 8	15 8		1500	50,000	42,000	1140	455	275	190	140	115	90
8-24 D	15 × 18	36 to 41	12 6	18 6		1600	56,000	48,000	1300	520	315	220	165	130	105
	15 × 18	36 to 41	10	16 6		1600	56,000	48,000	1300	520	315	220	165	130	105

In the above table two types of locomotives are given for each class. The difference is in the form of the fire-box and in the driving-wheel-base, which is affected by the form of fire-box. A shallow fire-box placed on top of the frames allows the driving-wheels to be placed close together, and so gives a short wheel-base where required for passing very short curves. (See photograph on page 20.) The shallow fire-box answers nearly every purpose where coal is the fuel, but where wood is used for fuel the deeper fire-box is preferred. (See photograph on page 18.) The deeper fire-box is also generally preferred for bituminous coal where the longer driving-wheel-base is not objectionable. It should be noted, however, that in some cases where a short driving-wheel-base is especially important, the shallow fire-box has been used successfully for burning wood.

In referring to any of the above classes, please be particular to specify the wheel-base, or otherwise designate whether the shallow or deep fire-box type is wanted. In locomotives of the above classes the front and rear driving-wheels must be flanged. The main pair have no flanges. The pony truck has a swinging bolster and radius bar, so that it can move laterally in passing a curve. The total wheel-base, with 8-wheeled tender attached, varies from 34 feet 3 inches for Class 8-16 D to 39 feet for Class 8-24 D. From 18 inches to 2 feet should be allowed for clearance of flanges, to give length of turn-table required.

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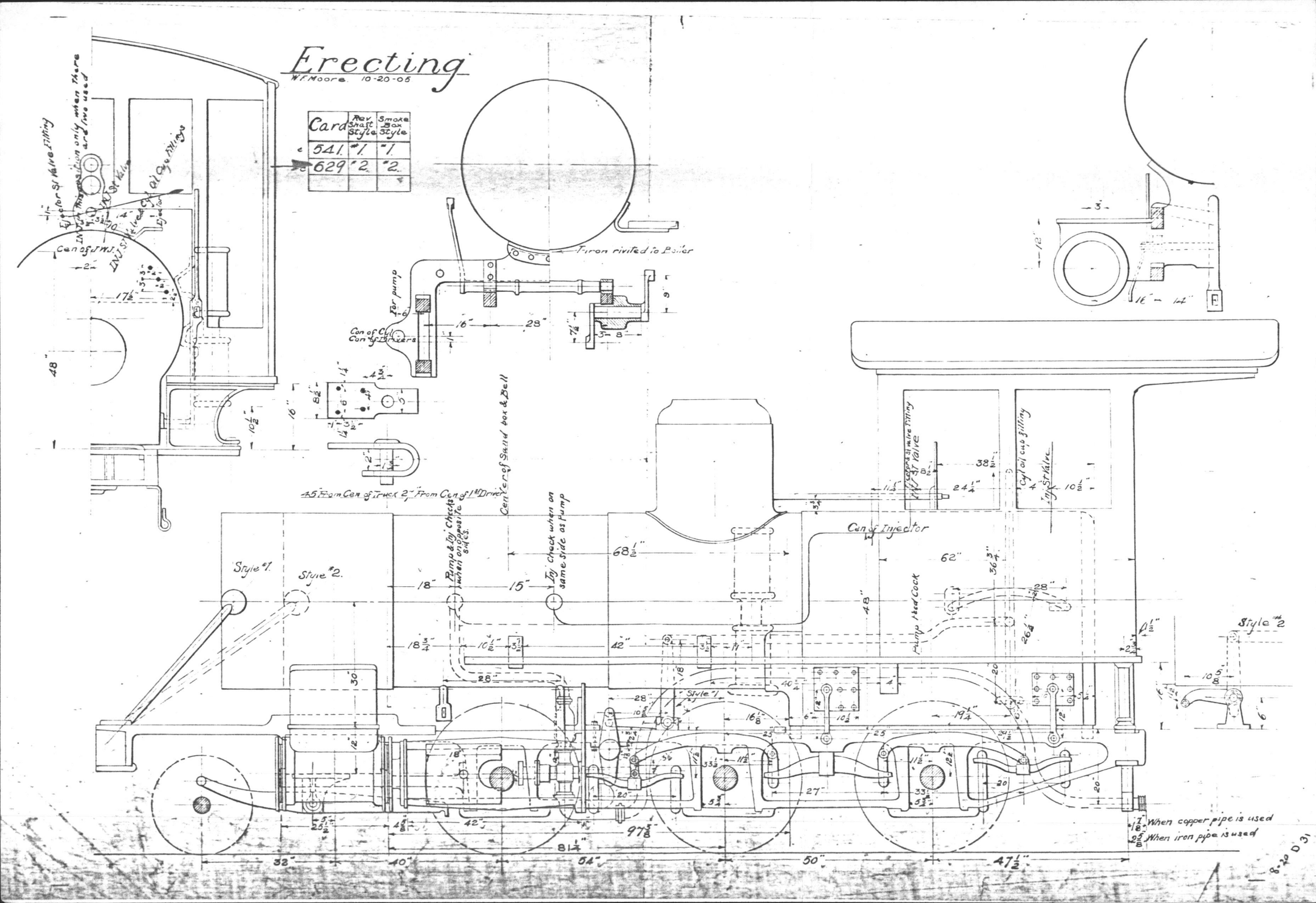
Erecting

W.F. Moore. 10-20-06

Card	Rev. Shaft Style	Smoke Box Style
541	#1	#1
629	#2	#2

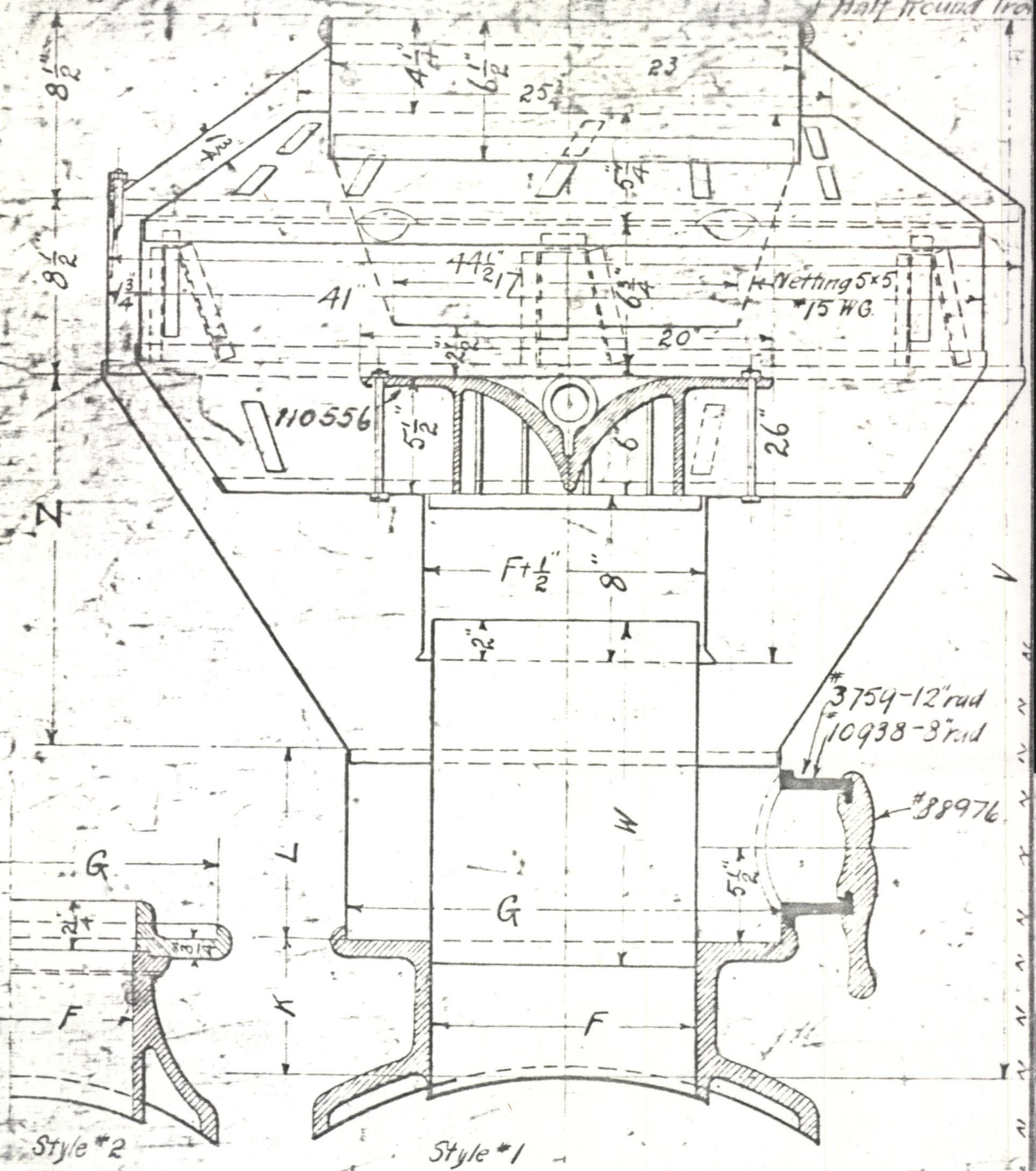


8-20 031

Smoke Stack

A.G. Sutill

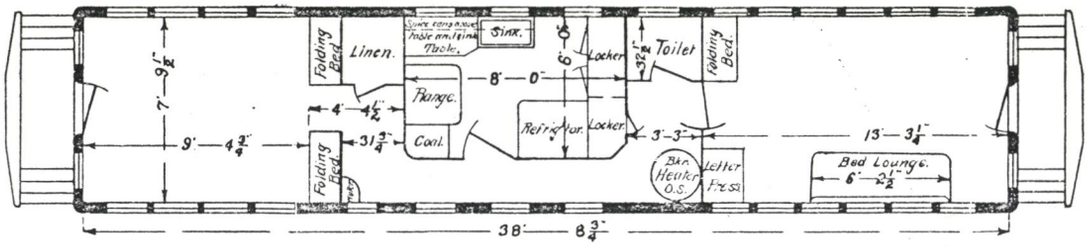
Replaced 10/29/02



Card	Base			Cleaning Hole	Casing Material	Lining Material	V	Z	L	K	W	G	F
	Style	Card	Pattern										
329	#1	#68	#8830	L.S. #3759	#14 iron	#10 iron	54"	20¼"	11"	5¾"	21½"	20"	12"
330	#1	#31	#6666	L.S. #10938	#15 iron	#10 iron	56"	25"	9"	5"	23¾"	15"	10"
389	#1	#68	#8830	L.S. #3759	#14 iron	#10 iron	62"	28¼"	11"	5¾"	29½"	20"	12"
418	#1	#31	#6666	L.S. #10938	#15 iron	#10 iron	52"	21¾"	9"	5"	19¾"	15"	10"
470	#1	#80	#8830 alt	L.S. #3759	#12 iron	#10 iron	59"	25¼"	11"	5¾"	21½"	20"	12"
500	#1	#33	#6760	L.S. #3759	#14 iron	#10 iron	50"	17¾"	11"	4¼"	18½"	17"	11"
541	#1	#22	#6090	L.S. #3759	#15 iron	#10 iron	62"	28¼"	11"	5¾"	29½"	21"	13"

AVERY M PV11950

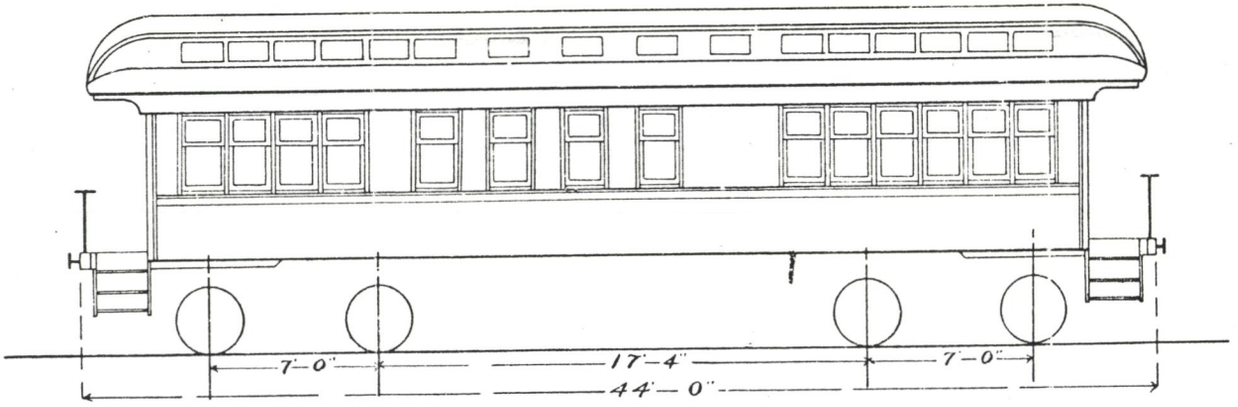
Business Car 200.



Number Owned-One.

Business Car #200.

Built by Barney and Smith.
Bought of Minneapolis Street Ry. Co. Jan. 1893.
Rebuilt at Shoreham Shops, June 1893.
" " " " " Feb. 1897.



Weight-Observation Room End 18950#
Office " 18950#
Total 37900#

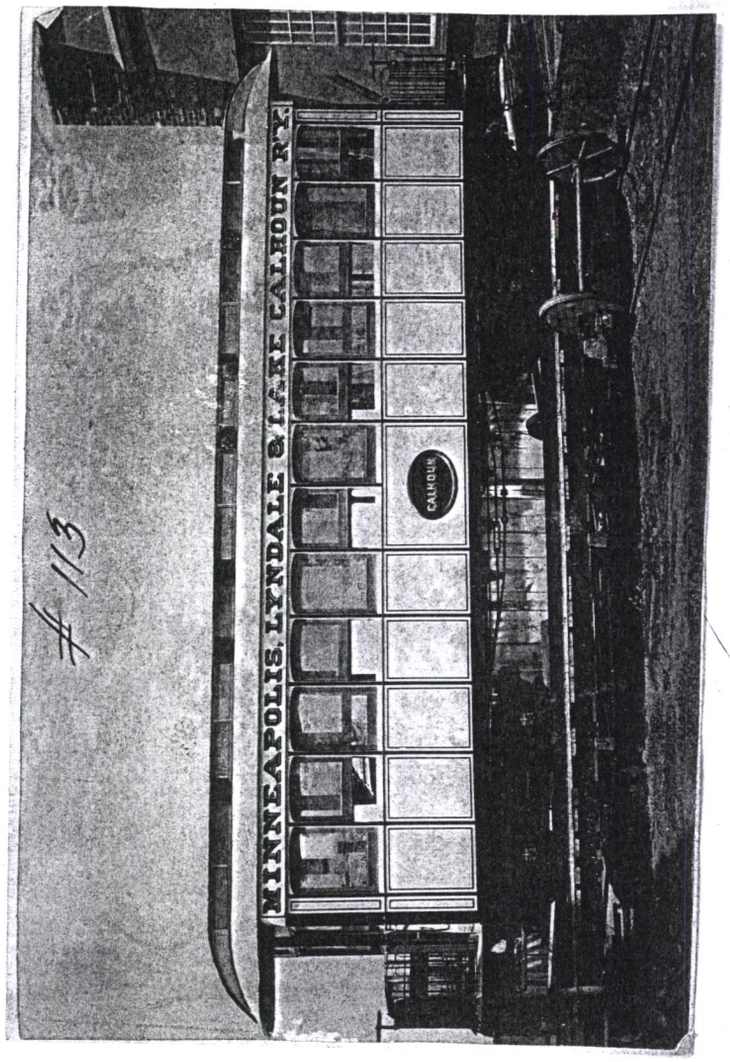
Steam Heat and Baker Heater. 33" Cast Iron Wheels.

BRILL PHOTOS

101-150.

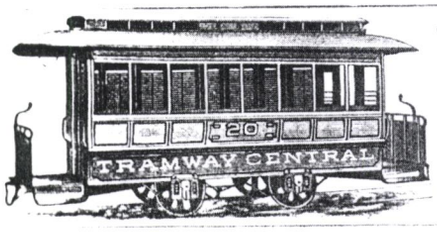
1-50

NEG NO.	ORDER NO.	DATE	CAR NO	DESCRIPTION	RAILWAY	COUNTRY	NEG	POS	
	314?			ARCH-BAR TRUCKS RWY. BOX CAR. ROUND ROOF	UNLETTERED	PROBABLY MEXICO OR SOUTH AMERICA		✓	1
				ARCH-BAR TRUCK		" "		✓	2
	282?		15	4 WHEEL TROLLEY PROB. TRAILER		NEW YORK, N.Y.		✓	3
	307?	✓		E.N.Y.& L. CYPRESS HILL CEMETERY 4-WHEEL 2-DECK HORSE CAR	ENGRAVING "No 104"	BERLIN GER.		✓	4
	357?		8	EAST NEW YORK VIA BROADWAY 8 WHEEL RWY. PASS. CAR		NEW YORK, N.Y.		✓	5
									6
				4-WHEEL HORSE CAR	ESPANA	SPAIN		✓	7
	358?			4-WHEEL WOODEN RWY FLAT CAR	UNLETTERED			✓	8
A				WOODEN HAND CAR	A.& N.W.			✓	9
B	323?			" " "	UNLETTERED				
	340?			8-WHEEL RWY PASS. CAR 1ST CLASS	F.C. DE MERIDA A PROGRESO	MERIDA MEXICO		✓	10
	386?		1	8-WHEEL RWY BOX CAR	" " "	" "		✓	11
	330?	✓		PASS. CAR TRAILER 8-WHEEL DOUBLE DECK	UNLETTERED			✓	12
	326?		"CALHOUN"	8-WHEEL RWY. PASS. CAR	MINNEAPOLIS, LYNDALE & LAKE CALHOON RWY	MINNEAPOLIS, MINN		✓	13
				PASSENGER CAR INTERIOR	?	?		✓	14
	332		54	FOURTH ST. & GRAND AVE. 4 WHEEL HORSE CAR	MISSOURI R.R. COMPANY	KANSAS CITY, MO.			15
	369?		11	4 WHEEL WOODEN RWY FLAT CAR	M.& M. R.R.	GERMANY		✓	16
	342?		14	HEMELINGEN BAHNHOF HEAD-LIGHT 4 WHEEL HORSE CAR	GROSSE BREMER PFERDEBAHN [GREAT BREMEN HORSE RWY.]	GERMANY BREMEN		✓	17
	353		3	4 WHEEL RWY. PASS. CAR.	FERROCARRIL ZACETECANO	ZACATECA MEXICO		✓	18
			20	4 WHEEL HORSE CAR	TRAMWAY CENTRAL	BUENOS AIRES, ARGENTINA?		✓	19
		JULY 1883?	50	4 WHEEL OPEN HORSE CAR	" " " "	" " " ?		✓	20
	316?			4 WHEEL 2 DECK HORSE CAR	PLYMOUTH, STONEHOUSE & DEVONPORT F.C.de	TRAMWAYS DEVONPORT, ENGLAND		✓	21
	345	3/10/79		4 WHEEL RWY FLAT CAR, STAKESIDES	MEXICO; TOLUCA Y CUATITLAN	MEXICO		✓	22
	343			2 HORSE TEAM IN HARNESS 4 WHEEL 2 DECK HORSE CAR	— CASTLE & BLACKFRIARS BRIDGE	ENGLAND		✓	23
	377?			4 WHEEL HORSE CAR	UNLETTERED	U.S.A.		✓	24
	320?		22	ARCH BAR TRUCKS RWY COMBINE, ROUND ROOF	F.C.C. de G	MEXICO		✓	25
	383?			4 BENCH OPEN CAR 4 WHEEL TRAM, RWY COUPLERS	CAUDAVILLA	ARGENTINA B.A.? SOUTH AMERICA?		✓	26
	382?			" " " " 2 DECK CLOSED CAR " "	" "	" "		✓	27
	374?			RAILWAY COACH-SHORT	CJ&W.R.R.&L. CO.) JAMESVILLE & WASHINGTON R.R			✓	28
	427?	1/21/80	71	5th Vis LOCUST & BROAD STS 4 WHEEL HORSE CAR	LOCUST & SOUTH ST. PASS. Ry Co.	PHILADELPHIA, PA.		✓	29
	427?			INTERIOR OF #29	" "	" "		✓	30
			153	4 WHEEL HORSE CAR	CAMBRIDGE RAILROAD	BOSTON, MASS		✓	31
	424	3/10/80	1	CIRCUS ADVT. CAR 6 WHEEL TRUCKS LONG COMBINATION CAR	GREAT LONDON CIRCUS, etc.	CIRCUS CAR, USA		✓	32
	424	" "	1	OPPOSITE SIDE OF #32	" "	" "		✓	33
	422	3/10/80	126	PALACE STOCK CAR	" " "	" "		✓	34
	429	3/10/80	124	PALACE ELEPHANT CAR	" " "	" "		✓	35
	423	3/10/80	130	CIRCUS WAGON FLAT CAR	" " "	" "		✓	36
	435?	5/1/80	144	HARVARD SQ. & NORTH AVE. 4 WHEEL OPEN HORSE CAR		BOSTON, MASS		✓	37
	—0—		7	SAME AS #129		PHILADELPHIA		✓	38
	427?		71	SAME AS #129	LOCUST & SOUTH ST. PASS. Ry.	PHILADELPHIA, PA.		✓	39
		"ST. LEONARDS"	3	RWY. PASSENGER CAR	BOSTON, WINTHROP & PT. SHIRLEY R.R.	BOSTON, MASS		✓	40
			13	MKT., BANK & WARREN STS. 4 WHEEL HORSE CAR	ROSEVILLE			✓	41
	459?	6/5/80		4 WHEEL HORSE CAR	KOLNISCHE PFERDE BAHN "COLOGNE HORSE RAILWAY"	KOLNISCHE PFERDE BAHN COLOGNE, GERMANY		✓	42



#113

under "Minnesota"

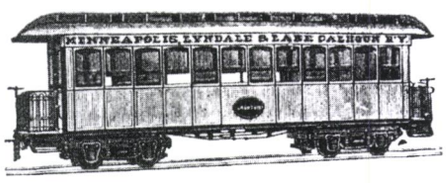


J. G. BRILL & CO.,

PHILADELPHIA,

BUILDERS OF

RAILWAY AND TRAMWAY CARS.



By September 1879 the Brill Company could afford to use two illustrations in its advertisement in *The Railroad Gazette*. The car on the left is a horsecar for Buenos Aires, and the one on the right a steam car for the narrow gauge Minneapolis, Lyndale & Lake Calhoun Railway in Minnesota. Courtesy of Hagley Museum and Library.

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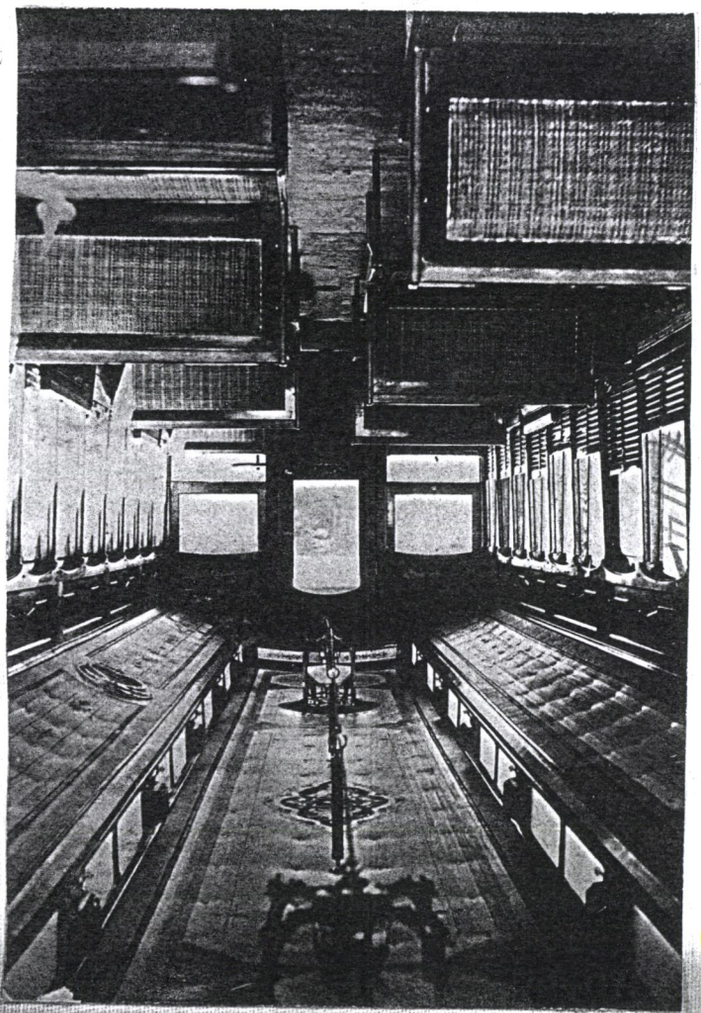
1300 Locust St., Philadelphia, Pa. 19107

114



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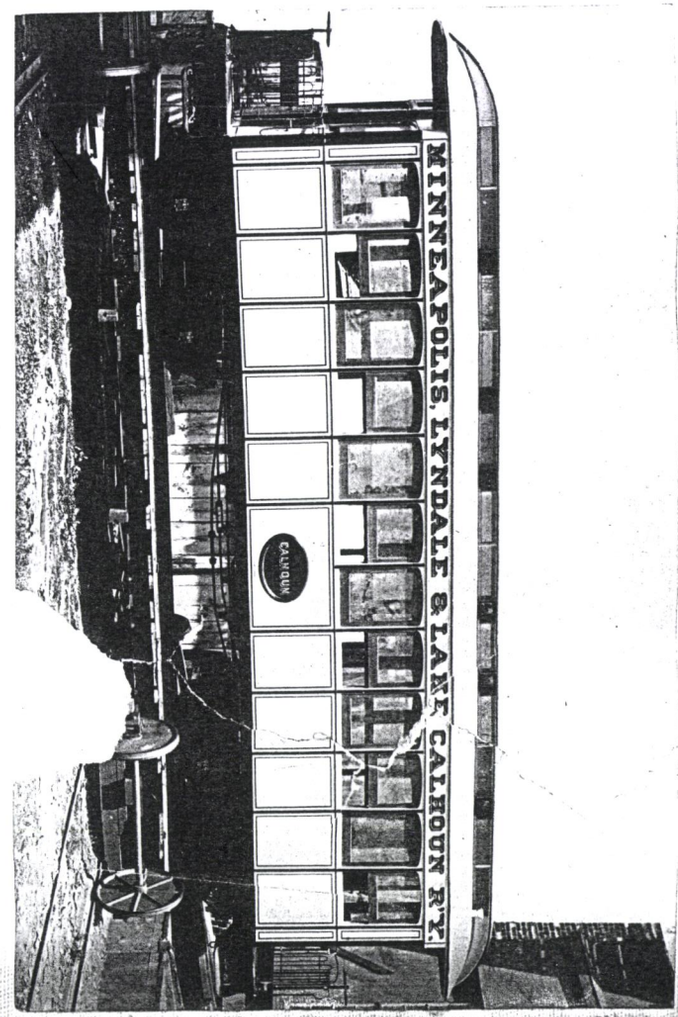


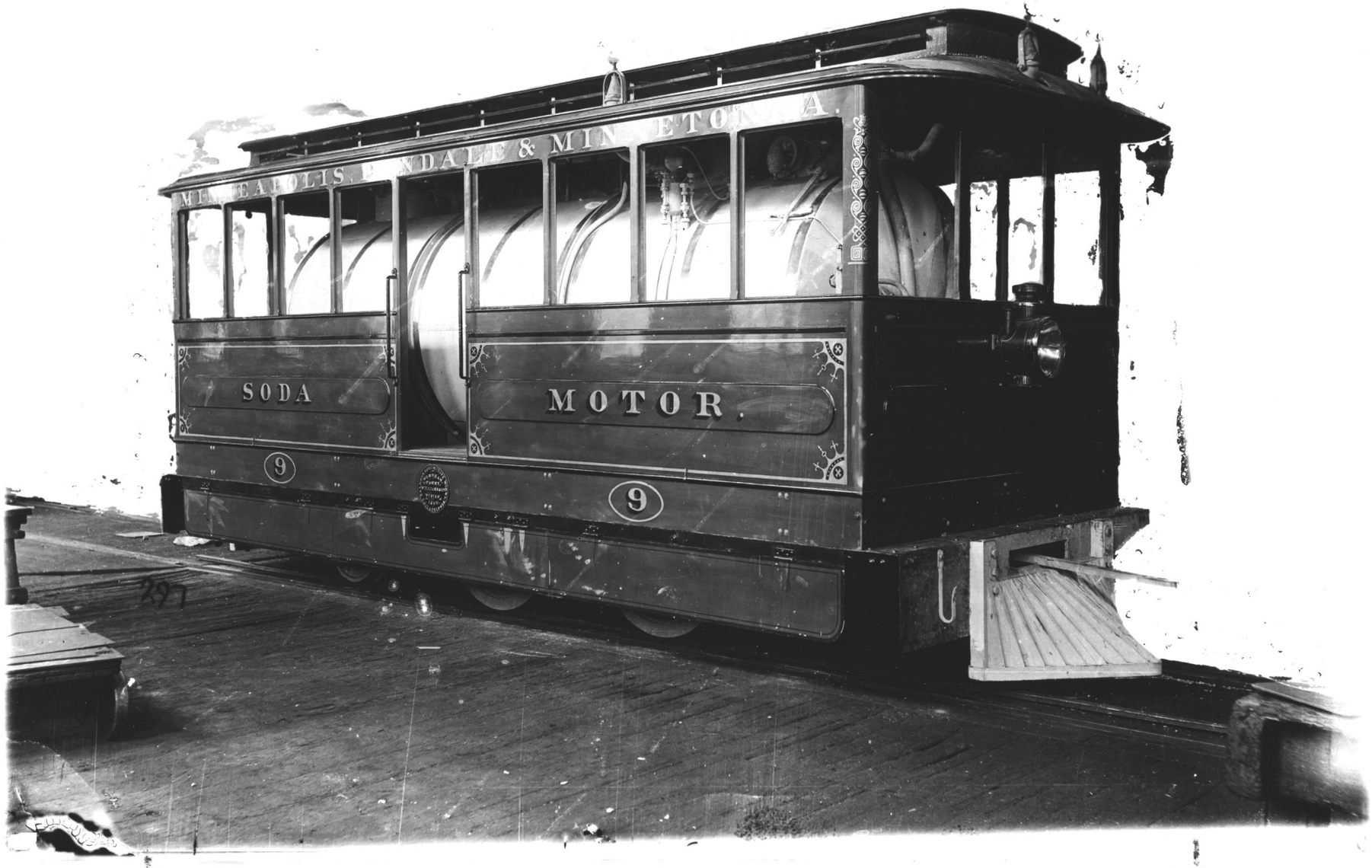
Numerical

Running Locomotives with Soda Instead of Coal

From Manufacturer and Builder / Volume 21, Issue 6, June 1889

Many methods were tried to avoid using steam power, even after electricity had begun to establish itself.

At the Baldwin Locomotive Works, Philadelphia, there are in course of construction four locomotives which are designed to run by soda, which takes the place of fire under the boiler. The engines are now nearly finished and will be shipped within two weeks to Minneapolis, Minn., and are to be run on the streets of that city, where steam engines are forbidden. The engine is about sixteen feet long, entirely boxed in, with no visible smokestack or pipes, as there is no exhaust or refuse. The boiler is of copper, 84 1/2 inches in diameter and 15 feet long, having tubes running through it as in steam boilers. Inside the boiler will be placed 5 tons of soda, which, upon being damped by a jet of steam, produces an intense heat. In about six hours the soda is thoroughly saturated, when the action ceases. A stream of superheated steam from a stationary boiler is then forced through the soda, which drives out the moisture, and the soda is ready for use again. The exhaust steam from the cylinders is used to saturate the soda, and by this means all refuse is used. These engines are the first of their kind that have been built in this country. They will have the same power as those used on the New York elevated roads. Soda engines are used in Berlin and other European cities very successfully, and they also traverse the St. Gothard tunnel under the Alps, where the steam engines cannot be used, because the tunnel cannot be ventilated so as to carry off the noxious gases generated by a locomotive.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AVERY™

BLOOMINGTON, MINN. 55431

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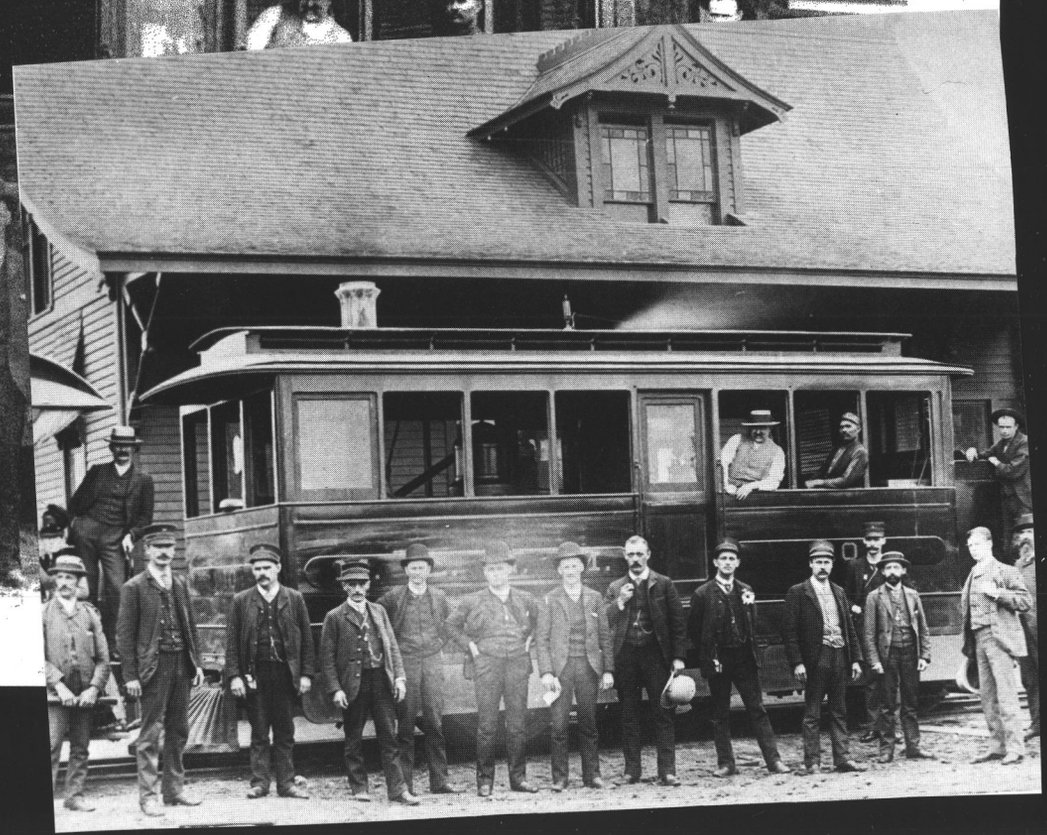

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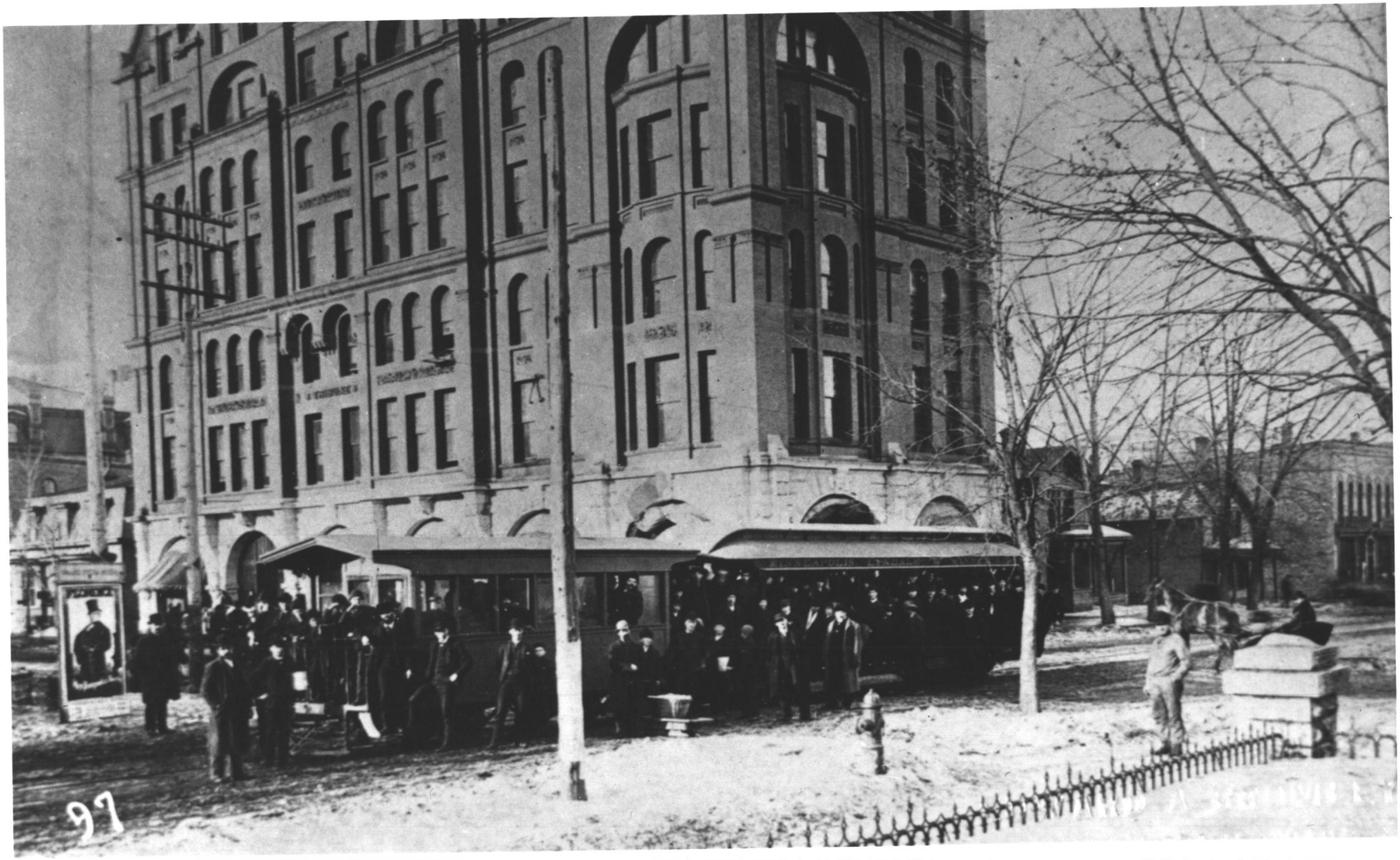

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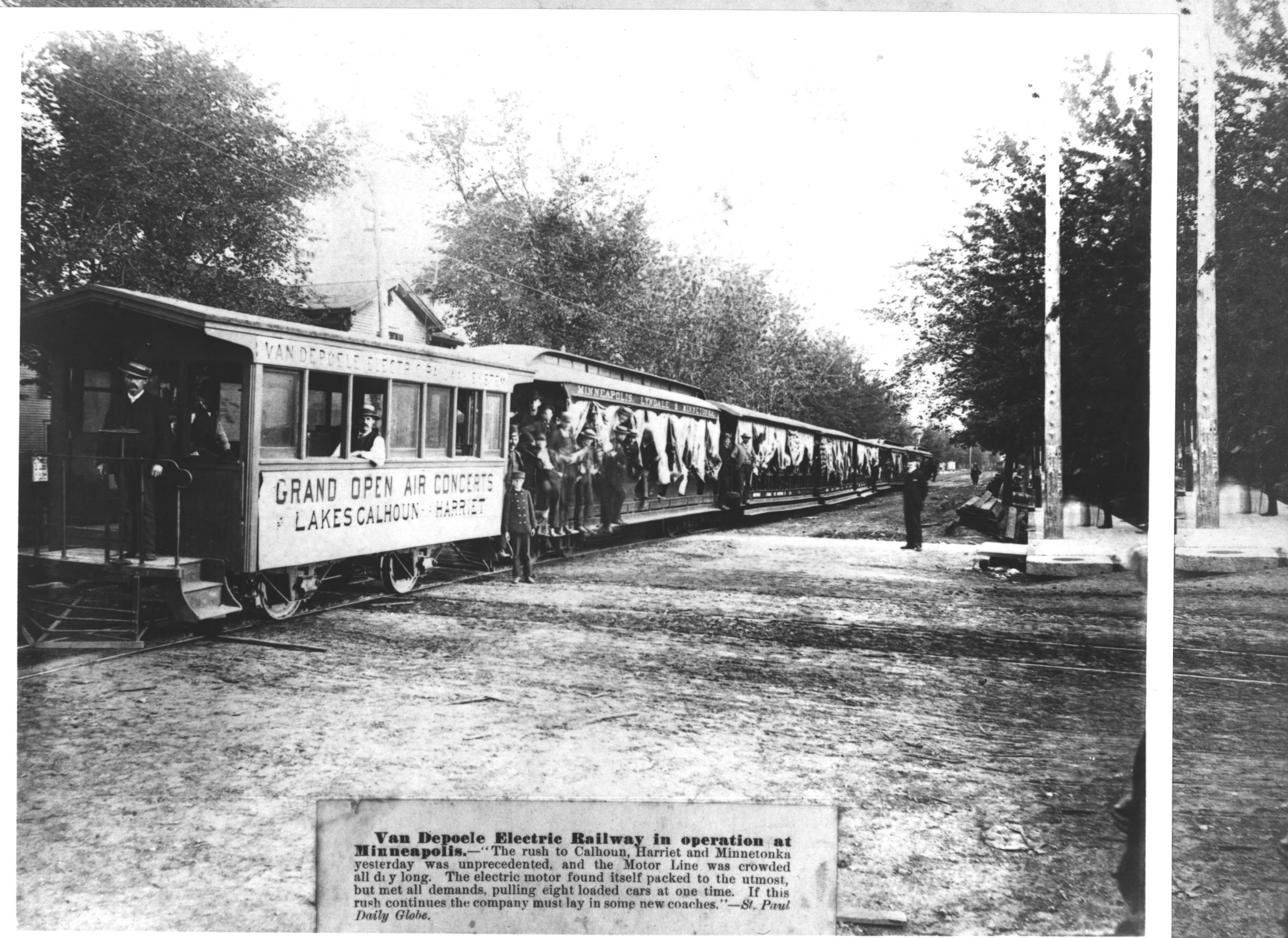
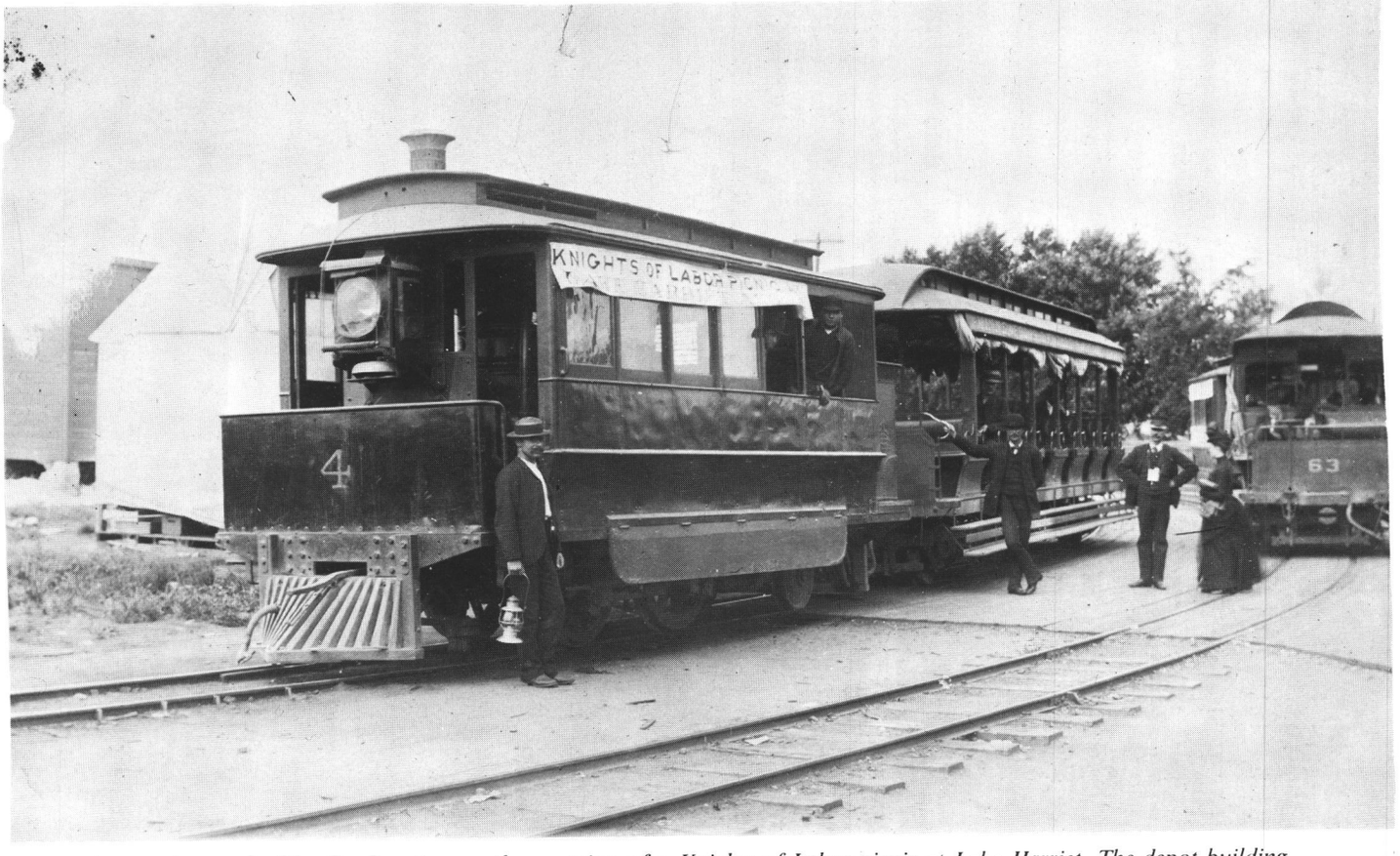
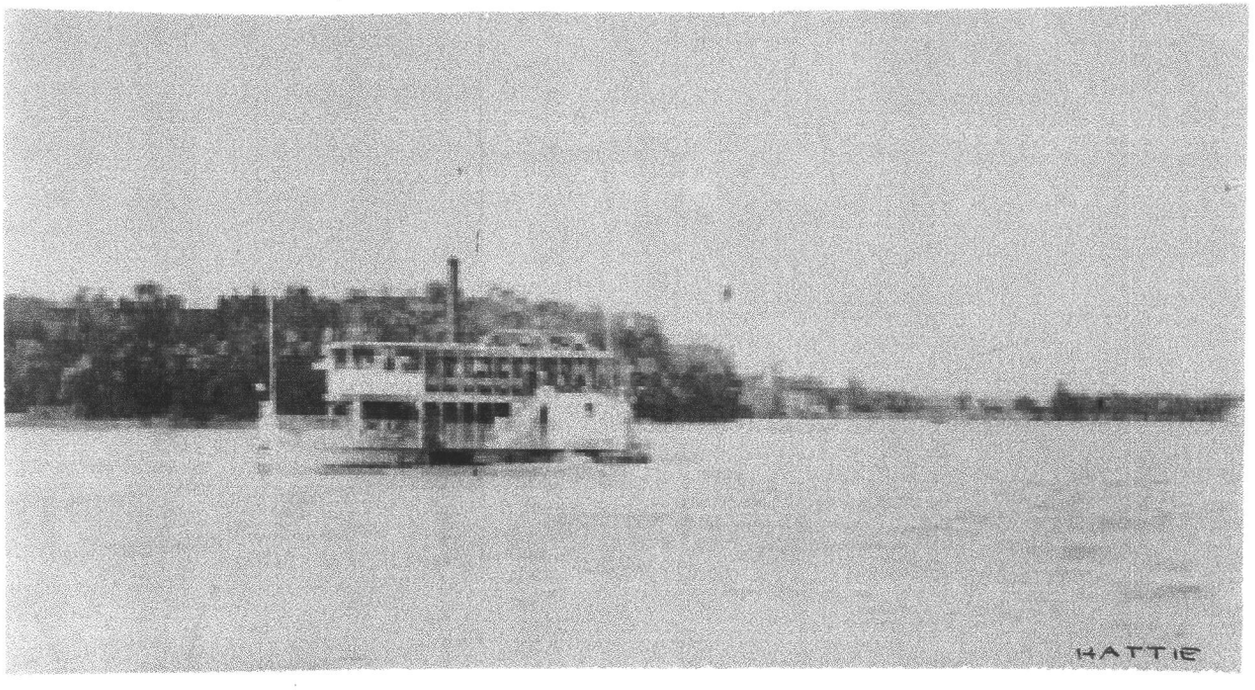


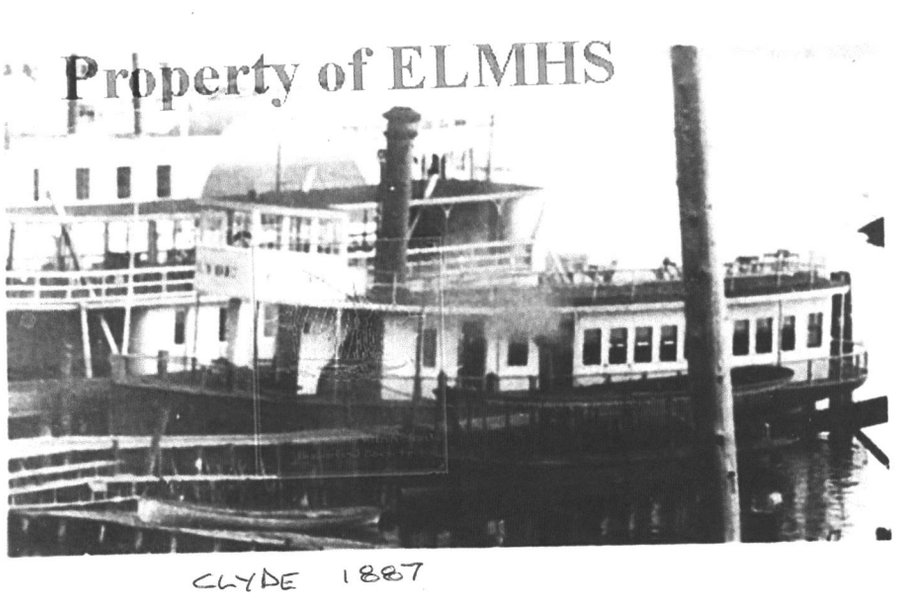
Van Depoele Electric Railway in operation at Minneapolis.—"The rush to Calhoun, Harriet and Minnetonka yesterday was unprecedented, and the Motor Line was crowded all day long. The electric motor found itself packed to the utmost, but met all demands, pulling eight loaded cars at one time. If this rush continues the company must lay in some new coaches."—*St. Paul Daily Globe.*

The depot at 31st St. Junction, looking west. Nicollet Ave. is in the foreground, while the curving tracks onto 31st St. are visible under the platform canopy. Note the open trailers in the storage yard and the partially completed powerhouse chimney. (Ken Fletcher collection)



Two trains passing at the 31st St. Junction on the occasion of a Knights of Labor picnic at Lake Harriet. The depot building is out of the photograph to the right. (Robert Bowes collection)





CLYDE 1887

Construction Costs

MINNEAPOLIS LYNDALE & MINNETONKA RY.									
Selected Balance Sheet Accounts									
					10-31	10-31	7-31		
					1882	1883	1884		
INVESTMENT IN ROAD and EQUIPMENT									
	Right-of-Way				12,168	13,525	12,916		
	Fencing				990	1,114	1,115		
	Construction				537,283	547,111	558,479		
	Equipment				58,248	63,729	63,731		
	Steamboat, Bath Houses, Docks, Telegraph								
	Lines, Machinery, Tools.				23,682	23,893	31,195		
	Totals				632,371	649,372	667,436		
CAPITAL STOCK					310,000	310,000	310,000		
FIRST MORTGAGE BONDS 6% Due 1911					220,000	220,000	220,000		
FLOATING DEBT					76,683	114,630	130,000		
	Totals				606,683	644,630	660,000		
Payments in Addition to Operating Expenses:									
	Construction Account for the year				28,005	11,521	18,063		
	Additional Equipment for the year				28,191	5,481	-		
	Totals				56,196	17,002	18,063		
MINNEHAHA FALLS Line									
Cost of Road Purchased							Nov 1884		
	Capital Stock ($15,000 per mile)						75,000		
	Mortgage Bonds ($10,000 per mile)						50,000		
	Total						125,000		
CAPITAL STOCK									
Lyndale Construction Co. for construction of the Excelsior Line.									
	5-17-1881	2,000.00	shares		Prior Debt			100,000	
	9-12-1881	33.33	shares		Excelsior Line 14 miles @ $15,000 (*)			210,000	
	1-24-1882	1,066.67	shares						
	Total	3,100.00	shares					310,000	
	(*) Note that this in full, but first mortgage bonds were issued for 87.5% of that								
	authorized. Road "not fully equipped".								
Transferred from Lyndale Construction Co. to:									
Col. McCrory 10-20-1881			500	shares					
Col. McCrory 1-24-1882			1566.67	shares					
			2066.67	shares					
NY NE & W Inv. Co. 1-29-1883			1033.33	shares	(Lyndale Const. Co. as of 10-31-1882)				
			3100	shares					
12-5-1882: 700 additional shares deposited with Farmers Loan & Trust Co. As guarantee on contract for balance of									
extension (proposed Minnehaha Falls-Fort Snelling line). Returned to ML&M Ry. 2-28-1885.									
Minneapolis Minnehaha & Fort Snelling Ry. Approved 11-14-1884.									
Issued 2-14-1885 5 miles @ $15,000 750 shares $75,000									
Transferred to Col. McCrory 2-28-1885.									

MINNEAPOLIS LYNDALE & MINNETONKA RY.						
BALANCE SHEETS						
	6-30	6-30	6-30	6-30	6-30	
	1885	1886	1887	1888	1889	
Investment in Road and Equipment	818,350	892,865	971,964	972,272	1,148,902	
Cash	271	27,374	567	902		
First National Bank			3,033	5,848	4,566	
Bills Receivable	100	100	100	920	1,300	
Due from Agents	202				884	
Due from Individuals and Firms	1,274	8,025	4,152			
Materials and Supplies		15,275	8,143	17,509	40,864	
Interest				23,608		
Sundry Accounts				23,280		
Totals	820,197	943,639	987,959	1,044,339	1,196,516	
Capital Stock	385,000	385,000	385,000	385,000	385,000	
First Mortgage Bonds	270,000	270,000	620,000	620,000	620,000	
Bills Payable	139,249	108,479		120,000	151,400	
Due to Individual Firms	11,678					
Due to Other Railroads	89					
Accrued Bond Interest	18,750	34,950	35,491			
Accrued Payroll	6,027	8,212	1,779		1,773	
Due to Individuals		165,955				
Sundry Accounts				33,317	84,027	
Audited Vouchers and Accounts					99,430	
Surplus	(10,596)	(28,957)	(54,311)	(113,978)	(145,114)	
Totals	820,197	943,639	987,959	1,044,339	1,196,516	
Of the above Liabilities, Floating Debt is:	157,043	282,640	None	?	?	
Capital Stock						
By individuals and other corporations in cash	310,000					
For construction of extensions (Minnehaha Falls line)	75,000					
	385,000					
First Mortgage Bonds Due 1911 6% Interest						
Original Issue	80,000					
Excelsior Line 14 miles @$10,000	140,000					
	220,000					
Minnehaha Falls line 5 miles @ $10,000	50,000					
	270,000					
First Mortgage Bonds Due 1917 5% Interest			620,000			

MINNEAPOLIS LYNDALE & MINNETONKA RY.

INVESTMENT IN ROAD AND EQUIPMENT

	10-31-1882	Additions	10-31-1883	Additions	7-31-1884	Additions	Reclassified	6-30-1885	Additions	6-30-1886
Right-of-Way	12,168	1,357	13,525	(608)	12,917	5,531	1,114	19,562	14,444	34,006
Fences	990	124	1,114		1,114		(1,114)			
Real Estate									21,727	21,727
Grading, Bridges, Track	537,283	9,828	547,111	11,368	558,479	10,504	(27,500)	541,483	(9,345)	532,138
Equipment	58,248	5,481	63,729	2	63,731	3,250		66,981	46,534	113,515
Steamboats	23,682	211	23,893	7,302	31,195	6,629	(23,914)	13,910	295	14,205
Passenger & Freight Stations							2,332	2,332	353	2,685
Fuel & Water Stations							3,796	3,796		3,796
Docks							1,975	1,975		1,975
Bath Houses & Outfits							820	820		820
Engine House & Turntables							7,599	7,599		7,599
Shop Machinery & Tools							6,124	6,124	508	6,632
Telegraph Lines							886	886		886
Electric Lights							382	382		382
Interest and Discount							27,500	27,500		27,500
Purchased Constructed Road						125,000		125,000		125,000
Balance Sheet	632,371	17,001	649,372	18,064	667,436	150,914	-	818,350	74,516	892,866

	Additions	6-30-1887	Additions	6-30-1888	Additions	6-30-1889
Right-of-Way and Fences	(2,551)	31,455		31,455		31,455
Construction	15,746	547,884	(68,257)	479,627	3,946	483,573
Equipment	43,058	156,573	49,502	206,075		222,650
"Floating Equipment"					16,575	
Fixtures and Conveniences (1)	22,000	60,980	18,623	63,540	2,836	66,376
Shop Machinery & Tools				16,063	1,488	17,551
Real Estate	845	22,572	440	23,012	57,700	80,712
Interest and Discount		27,500		27,500		27,500
Purchased Road		125,000		125,000		125,000
Balance Sheet	79,098	971,964	308	972,272	82,545	1,054,817

(1) This category included the accounts that were reclassified as of 6-30-1885, then combined again as of 6-30-1887.

(2) There were some discrepancies in Supplementary Tables compared to the Balance Sheet figures. 6-30-1889 Balance Sheet figure had to be adjusted.

MNNEAPOLIS LYNDALE & MINNETONKA RY.				
INCOME & EXPENSE STATEMENTS				
	YE 10-31 1882	YE 10-31 1883	YE 7-31 1884	YE 6-30 1885
Operating Income				
Freight	1,873			1,241
Passengers	32,155	50,519		57,566
Steamboats	824			
Express	305			
Miscellaneous	330		150	
Rents, Etc.		2,351		350
Total Tariff Earnings			58,986	
Other Earnings				1,159
Difference	20	(8)		
Totals	35,507	52,862	59,136	60,316
Operating Expenses				
Maintenance of Way and Buildings	718	4,538	2,508	4,898
Maintenance of Rolling Stock				
Locomotives	1,785	3,176		5,797
Passenger, Baggage, Mail and Express Cars	172	1,176		2,746
Freight Cars	199	103		14
Shop Tools and Machinery		301		2,547
	2,156	4,756	9,700	11,104
Conducting Transportation				
Motive Power and Cars		13,901		20,573
Train Employees		4,983		5,074
Agents and Station Labor		478		840
Other Expenses		357		2,478
	6,865	19,719	25,195	28,965
General Expenses				
Salaries of Officers		1,140		1,200
Office and Clerical Employees		880		1,066
Legal Expenses		419		475
Other General		2,193		3,354
	7,005	4,632	5,450	6,096
Totals	16,744	33,645	42,853	51,062
Operating Profit	18,763	19,217	16,283	9,254
Tax Expense		(391)		(559)
Bond Interest Expense	(13,283)	(13,200)	(13,200)	(14,700)
Other Interest Expense			(3,042)	
Net Profit (Loss)	5,530	5,626	(41)	(6,005)
Operating Ratio	47.2%	63.6%	72.5%	84.7%

MINNEAPOLIS LYNDALE & MINNETONKA RY.								
INCOME & EXPENSE STATEMENTS								
					YE 6-30	YE 6-30	YE 6-30	YE 6-30
					1886	1887	1888	1889
Operating Income								
	Freight				1,766			
	Passengers				81,433			
	Rents, Etc.				1,195			
	Totals				84,394	111,027	143,148	158,812
Operating Expenses								
	Maintenance of Way and Buildings				12,268	6,649	7,396	13,154
	Maintenance of Rolling Stock							
	Locomotives				6,722	6,709	12,068	12,322
	Passenger, Baggage, Mail and Express Cars				5,669	6,718	6,391	7,582
	Freight Cars and Snow Plows				32	352	-	
	Other							10,808
	Shop Tools and Machinery				3,760	257	-	
					16,183	14,036	18,459	30,712
	Conducting Transportation							
	Motive Power and Cars				26,539	23,062	34,884	30,362
	Train Employees				8,786	15,283	440	45,863
	Remove Ice and Snow					1,127	3,232	
	Agents and Station Labor				216			3,992
	Other Expenses				4,826		39,310	1,353
					40,367	39,472	77,866	81,570
	General Expenses							
	Salaries of Officers				2,476	5,200	2,700	
	Office and Clerical Salaries and Expenses				812	2,480	3,105	
	Legal Expenses				4,689			
	Other General				7,890	959	4,867	4,332
					15,867	8,639	10,672	4,332
	Totals				84,685	68,796	114,393	129,768
Operating Profit					(291)	42,231	28,755	29,044
Tax Expense					(631)	(2,010)	(2,534)	(3,627)
Interest Expense					-	(39,277)	(31,078)	(42,639)
Net Profit (Loss)					(922)	(944)	(4,857)	(17,223)
Operating Ratio					100.3%	62.0%	79.9%	84.0%

MINNEAPOLIS LYNDALE & MINNETONKA RY.						
INCOME DETAIL (when provided)						
			FREIGHT	PASSENGER	RENTS, ETC	TOTAL
YEAR ENDED JUNE 30, 1885						
July			3	13,687		13,690
August			5	8,004		8,009
September				5,147		5,147
October				3,842		3,842
November			8	2,545	50	2,603
December			90	1,499	50	1,639
January			399	1,960	50	2,409
February			414	1,938	50	2,402
March			181	2,633		2,814
April			89	3,164	50	3,303
May			43	5,515	50	5,608
June			9	7,632	50	7,691
Totals			1,241	57,566	350	59,157
	Did not include Other Earnings.					
	"Little freight business, principally wood."					
YEAR ENDED JUNE 30, 1886						
July			16	12,480	303	12,799
August				11,648	259	11,907
September			22	6,758	246	7,026
October			39	4,918		4,957
November			9	3,759		3,768
December			222	3,979		4,201
January			169	3,565		3,734
February			294	3,820		4,114
March			260	3,694		3,954
April			136	4,281		4,417
May			343	8,049	75	8,467
June			256	14,482	312	15,050
Totals			1,766	81,433	1,195	84,394

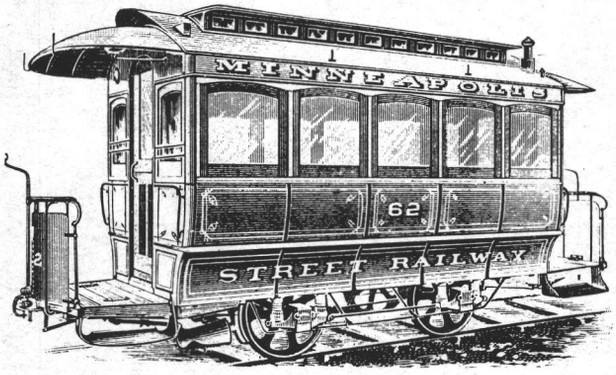
[Unnamed Divider]

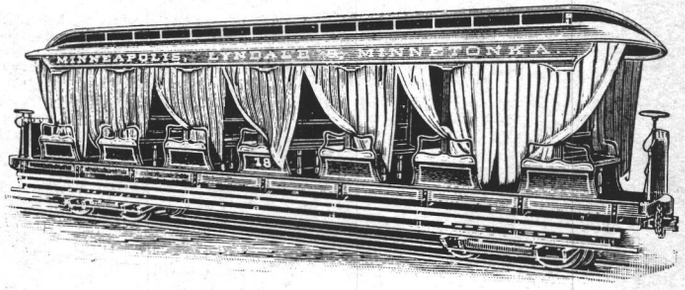
STREET CARS

FOR SALE

ON ACCOUNT OF

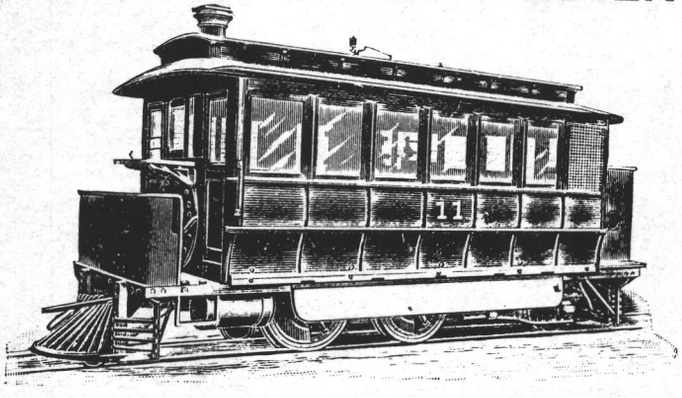
INCREASE OF BUSINESS AND THE ADOPTION OF ELECTRICITY.

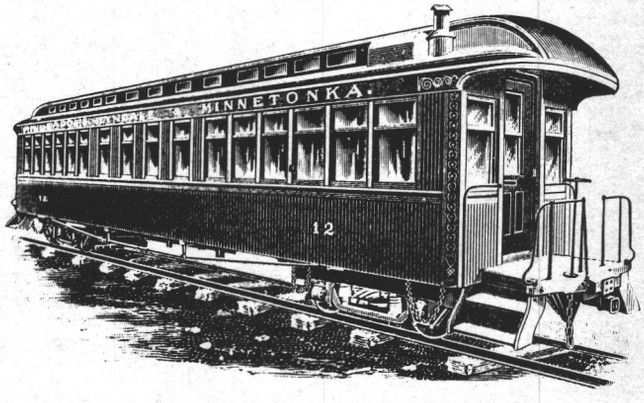




THE MINNEAPOLIS STREET RAILWAY CO.,

OF MINNEAPOLIS, MINN.,

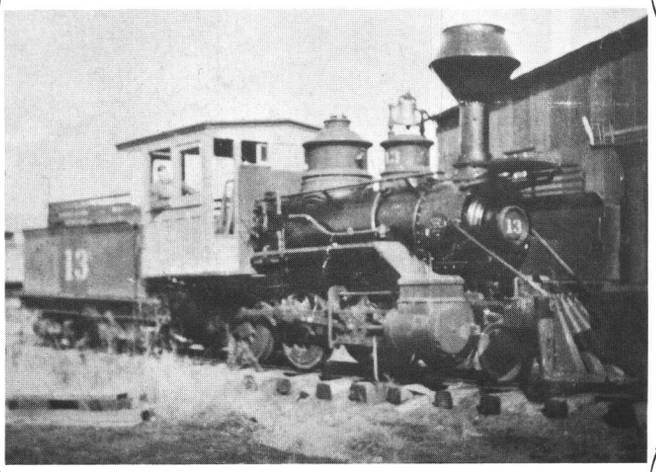




OFFER FOR SALE THE FOLLOWING EQUIPMENT:

62 12-foot Cars, all fitted with Fare Boxes and "Small" Conveyors.
76 Extra "Small" Conveyors for 14 and 16 ft. Cars.
63 Extra "Slawson" Fare Boxes.
12 Steam Motors, 15 to 20 Ton.
2 Locomotives and Tenders, 20 and 25 Ton.
21 Passenger Coaches, 26 to 40 ft.
34 Open Passenger Excursion Cars, 34 ft.
8 Flat Cars, 30 ft.

Most of the cars have been in service only a short time, and all are in first-class condition. We can make changes or alterations and fit them up to suit, and will sell very cheap. The gauge of any of the cars can be changed to suit purchaser. Full description and photographs mailed upon application.



THE MINNEAPOLIS MOTOR LINE

by Albin Lee

This is a short history of a short-lived little narrow gauge railroad called the Minneapolis Motor Line. The name came from the motive power: steam-dummies, called "motors" in and around Minneapolis, Minnesota. The Motor Line was incorporated as the Lyndale Railway in July, 1878. The name was changed in 1879 to the Minneapolis, Lyndale & Lake Calhoun Railway. Track was laid to 3-foot gauge with 35 pound "T" rail. The initial equipment consisted of two new Baldwin steam-dummies and two secondhand closed cars purchased from an eastern railroad. A single track line was built from downtown Minneapolis to Lake Calhoun with run-around sidings at each end and a passing siding about halfway along the line at 24th Street and Nicollet Avenue.

The first "motor" steamed up in the summer of 1879 on the 4½ mile long railway and took only took 30 minutes to make the run from downtown to the lake. Since there were no turntables, the steam-dummies operated forward to Minneapolis and backwards to Lake Calhoun. In 1880 the line was extended one mile to Lake Harriet. Today the Minneapolis Transportation Museum operates a trolley car on the original Motor Line right-of-way between Lake Calhoun and Lake Harriet. If you get to Minneapolis be sure to ride this line.

The greatest expansion of the line came in 1881 when the line was extended another 15 miles to Excelsior on Lake Minnetonka making it 20½ miles long. Turntables were added at both Excelsior and Lake Calhoun, where the shops were located. The name of the railway was changed at this time to the Minneapolis, Lyndale & Minnetonka Railway. Naturally, the railway required additional motive power so it purchased two Moguls (2-6-0) from Baldwin. These little Moguls were only used between Excelsior and Lake Calhoun because they were not permitted on the streets of downtown Minneapolis.

Two more steam dummies were purchased from Baldwin in 1882. In the same year, seven second-hand, open passenger cars were purchased from a Philadelphia railroad and from the New York Elevated Railroad. These cars had to have their trucks changed in order to run on the 3-foot line. In 1883 the railway added two new deluxe passenger cars for the Excelsior trains.

Lake Minnetonka is a big lake and its various communities and resorts were served by side and stern wheel steamboats. Excelsior was the terminus of the Motor Line, where you changed to a boat for your trip to any location on the lake.

As business increased, so did people's objections to smoke from the "motors." The Minneapolis City Council recommended that a different form of motive power be used. But the company maintained that no other suitable form of motive power was available. In spite of its apparent success, the railway had always been underfinanced and, according to the October 4, 1931, MINNEAPOLIS JOURNAL, it was "usually just one lap ahead of the sheriff." The company was apparently not interested in converting to cable cars because of the cost. Later they did try other alternatives to steam.

In 1884 the shops and turntable were moved from Lake Calhoun to the junction at 31st Street and Nicollet Avenue. The 2-6-0's then took the trains from the Junction to Excelsior. A single track line was also built in 1884 from the junction south to 37th Street on Nicollet Avenue, east across 37th Street to what is now Hiawatha Avenue and southeast on a private right-of-way to the Minnehaha Falls Park.

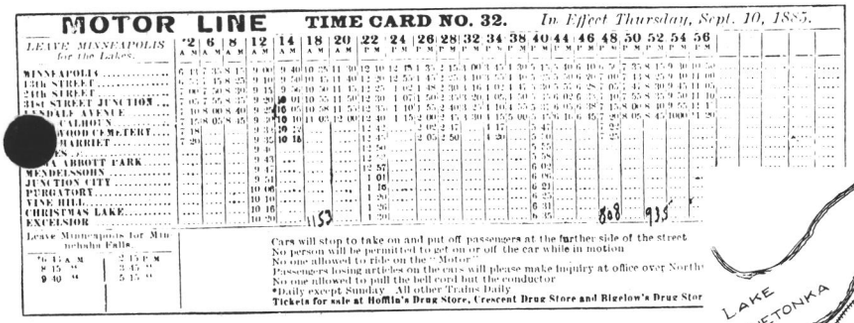
The company was in severe financial trouble in July, 1885, and was saved only by being purchased by Charles A. Pillsbury (of milling fame), James J. Hill (of Great Northern Railway fame) and S.S. Small. The railway line was immediately improved by double tracking the line from downtown all the way out Nicollet Avenue to 37th Street. Two more steam motors were added allowing for more frequent service on the line.

December 31, 1885, saw a bold experiment tried out on the Motor Line. The Van Depoele Electric Manufacturing Company of Chicago built an electric railcar for the line, but the car was drastically underpowered. It had only one 40 h.p. motor, but it was expected to do all of the switching in downtown Minneapolis. The bold experiment failed in only three weeks.

In 1886, another effort was made to solve the smoke problem. Four soda motors were purchased from Baldwin. These motors were based on a system developed in Germany. A large insulated boiler was charged at 329 degrees Fahrenheit with a caustic soda solution. The equivalent of fire tubes in a steam locomotive were water tubes in a soda motor. Once the motor was charged up, the steam exhausted from the cylinders was condensed to increase the temperature of the soda to generate more steam. Much to everyone's chagrin, the discharged residue from the motors killed the foliage on either side of the streets. This experiment lasted only four months. The soda motors were then re-built into conventional steam dummies. At least nobody could say that the management did not try to find an acceptable solution to the smoke problem.

In 1887 the ML&M Rwy. was taken over by the Minneapolis Street Railway which operated 42-inch gauge horse car lines in the city. The street railway ordered two more steam dummies from Baldwin, and the line from Lake Calhoun to Excelsior was abandoned. However, after public protest, the company relented and restored service to Lake Harriet. The two Moguls were transferred from the Excelsior line to the Minnehaha Falls Park line. The Motor Line then extended its Nicollet Avenue line from 37th Street, the end of double track, to 50th Street as a single track line. The company also built a second track from the junction to a little over halfway to Lake

Title Photo: Sumpter Valley #13 (ex-Minneapolis, Lyndale & Minnetonka) taken at Baker City, Oregon between 1906 and 1915. *Photo, collection of Mallory Hope Ferrell.*



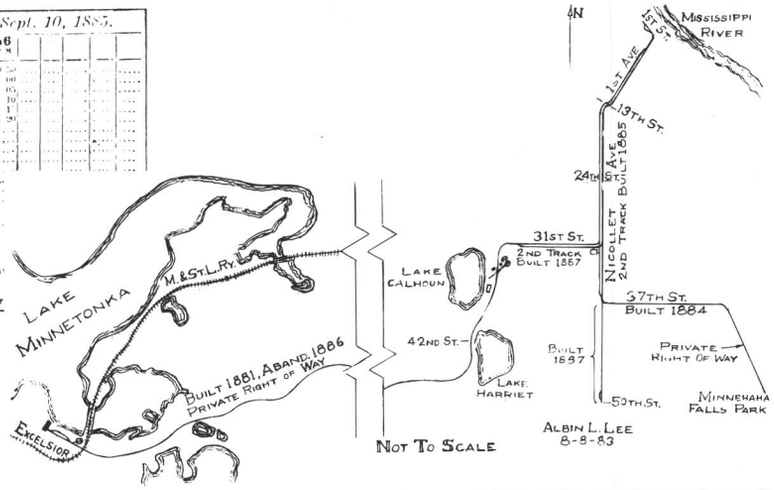
MOTOR LINE TIME CARD NO. 32. *In Effect Thursday, Sept. 10, 1885.*

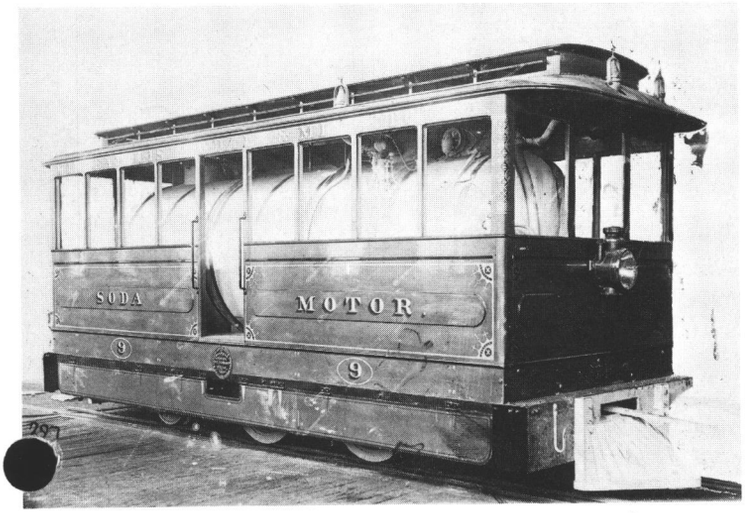
LEAVE MINNEAPOLIS for the Lakes.	*2 A M	6 A M	8 A M	12 A M	14 A M	18 P M	20 P M	22 P M	24 P M	26 P M	28 P M	32 P M	34 P M	38 P M	40 P M	44 P M	46 P M	48 P M	50 P M	52 P M	54 P M	56 P M
MINNEAPOLIS	6 15	7 35	8 15	9 00	9 40	10 25	11 30	12 10	12 55	1 35	2 15	3 00	3 45	4 30	5 15	5 50	6 30	7 10	7 55	8 35	9 30	10 50
12th STREET	6 17	7 37	8 17	9 02	9 42	10 27	11 32	12 12	12 57	1 37	2 17	3 02	3 47	4 32	5 17	5 52	6 32	7 12	7 57	8 37	9 32	10 52
24th STREET	6 20	7 40	8 20	9 05	9 45	10 30	11 35	12 15	1 00	1 40	2 20	3 05	3 50	4 35	5 20	5 55	6 35	7 15	8 00	8 40	9 35	10 55
31st STREET JUNCTION	6 25	7 45	8 25	9 10	9 50	10 35	11 40	12 20	1 05	1 45	2 25	3 10	3 55	4 40	5 25	6 00	6 40	7 20	8 05	8 45	9 40	11 00
LYNDALE AVENUE	6 30	7 50	8 30	9 15	9 55	10 40	11 45	12 25	1 10	1 50	2 30	3 15	4 00	4 45	5 30	6 05	6 45	7 25	8 10	8 50	9 45	11 05
CALHOUN	6 35	7 55	8 35	9 20	10 00	10 45	11 50	12 30	1 15	1 55	2 35	3 20	4 05	4 50	5 35	6 10	6 50	7 30	8 15	8 55	9 50	11 10
WOOD C'M'T'RY	6 38			9 23	10 03	10 48	11 53	12 33	1 18	1 58	2 38	3 23	4 08	4 53	5 38	6 13	6 53	7 33	8 18	8 58	9 53	11 13
HARRIET	6 40			9 25	10 05	10 50	11 55	12 35	1 20	2 00	2 40	3 25	4 10	4 55	5 40	6 15	6 55	7 35	8 20	9 00	9 55	11 15
[illegible]				9 30				12 40		2 05	2 50	3 30			5 45			7 40				
[illegible]				9 40				12 50							5 55			7 50				
VAN ABBOTT PARK				9 43				12 53							5 58			7 53				
MENDELSSOHN				9 47				12 57							6 02			7 57				
JUNCTION CITY				9 51				1 01							6 06			8 01				
PURGATORY				10 06				1 16							6 21			8 16				
VINE HILL				10 10				1 20							6 25			8 20				
CHRISTMAS LAKE				10 16				1 26							6 31			8 26				
EXCELSIOR				10 20				1 30							6 35			8 30				

Leave Minneapolis for Minnehaha Falls.

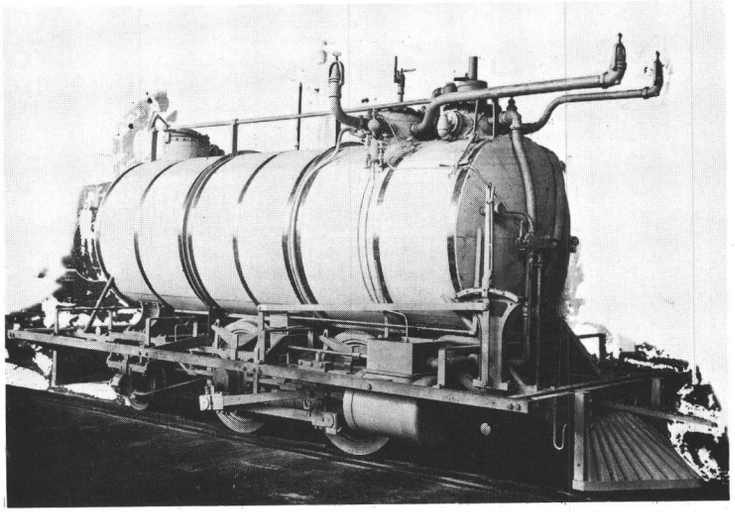
*6 15 A. M.	2 15 P. M.
8 15 "	5 45 "
9 40 "	5 15 "

Cars will stop to take on and put off passengers at the further side of the street.
No person will be permitted to get on or off the car while in motion.
No one allowed to ride on the "Motor."
Passengers losing articles on the cars will please make inquiry at office over North
No one allowed to pull the bell cord but the conductor.
*Daily except Sunday. All other Trains Daily.
Tickets for sale at Hoffin's Drug Store, Crescent Drug Store and Rigelow's Drug Stor





Baldwin Soda Motor #8152, built in 1886 and later converted to steam. *Photo, collection of H. L. Broadbelt.*



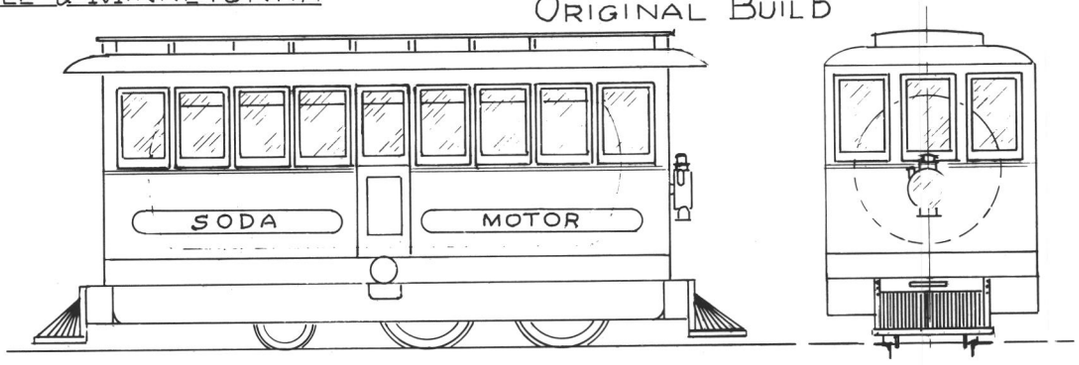
A soda motor chassis built by Baldwin in 1886. The unit had duplicate controls at each end. *Photo, collection of H. L. Broadbelt.*

MINNEAPOLIS, LYNDALE & MINNETONKA

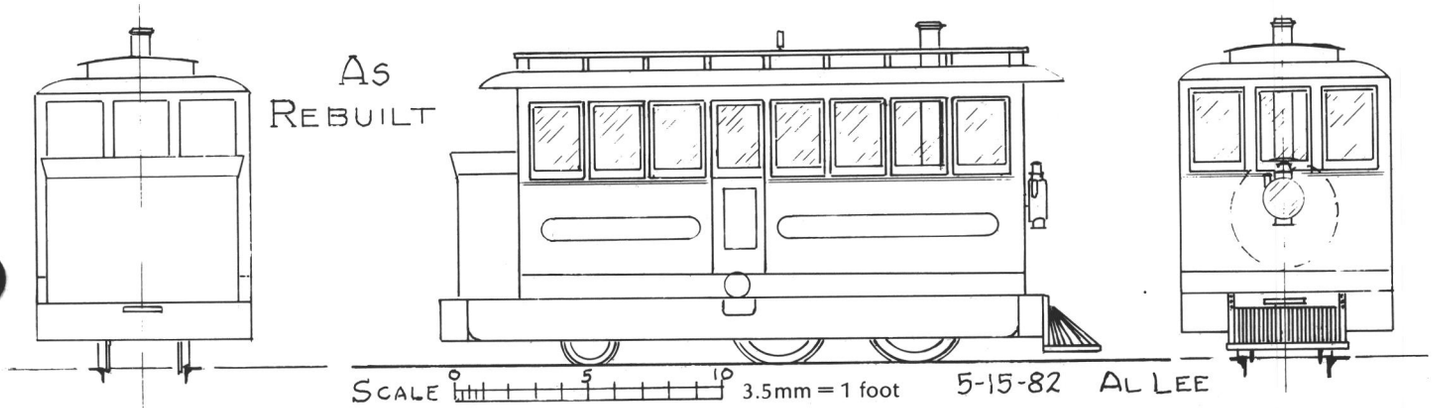
ML&M	BALDWIN
#7	#8127
8	8144
9	8152
10	8159

BUILT SEPT. 1886

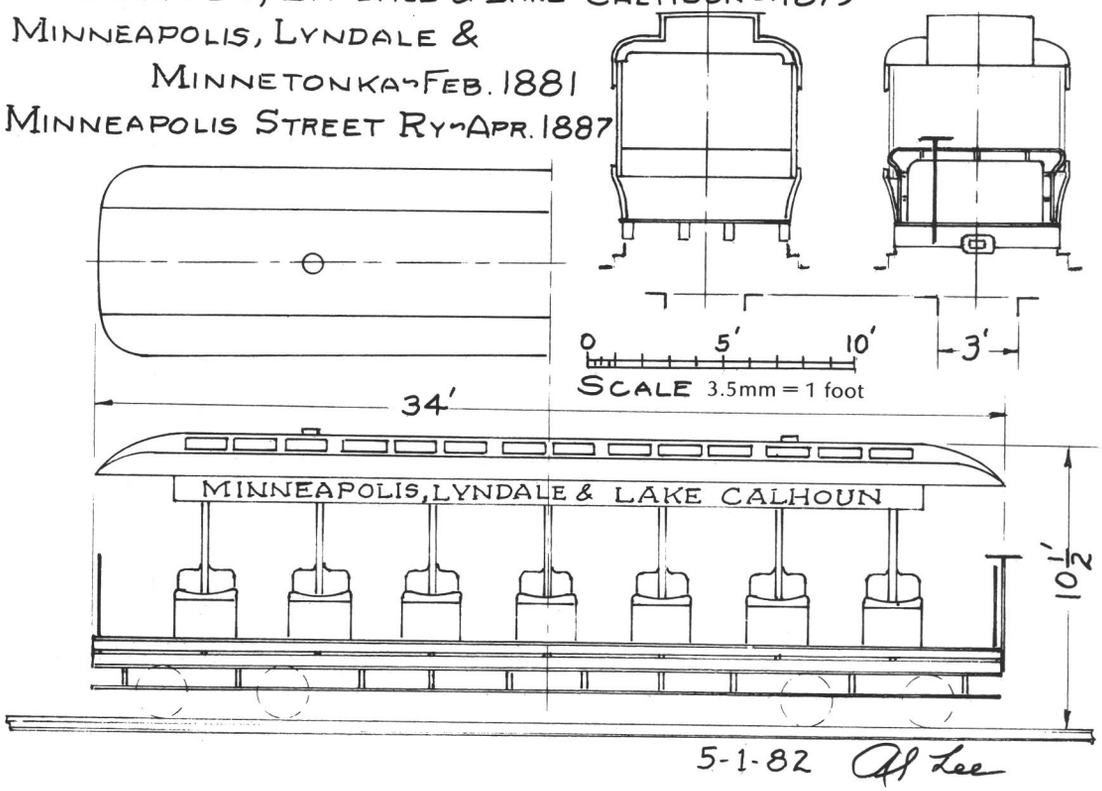
ORIGINAL BUILD



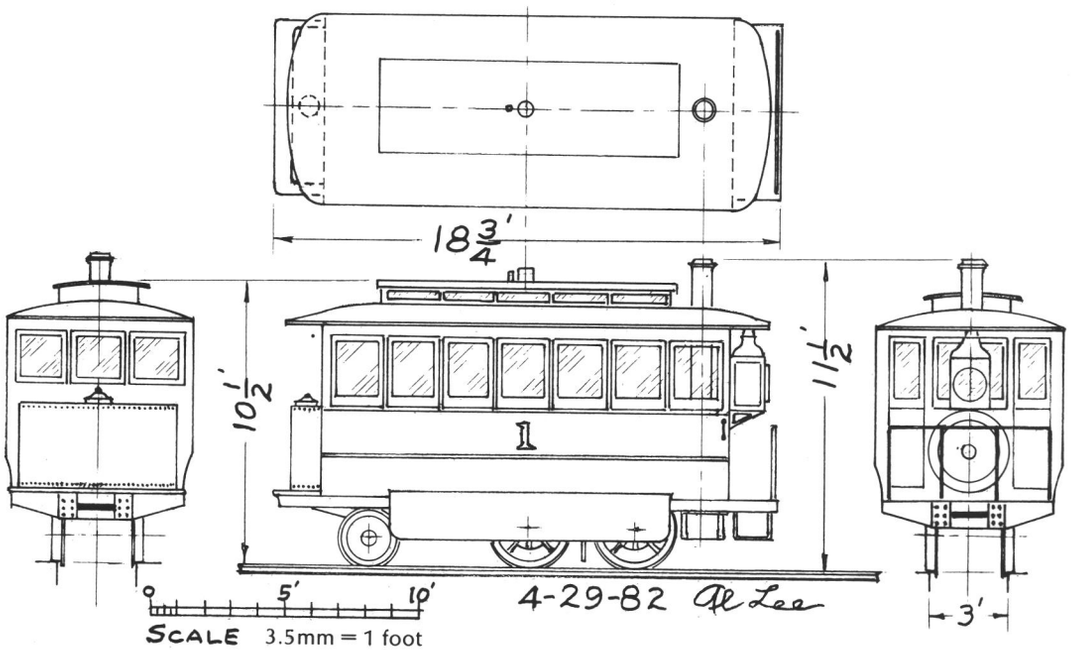
AS REBUILT



LYNDALE RY ~1878
MINNEAPOLIS, LYNDALE & LAKE CALHOUN ~1879
MINNEAPOLIS, LYNDALE &
MINNETONKA ~FEB. 1881
MINNEAPOLIS STREET RY ~APR. 1887



MINNEAPOLIS, LYNDALE & LAKE CALHOUN
#1 & 2, BALDWIN #4638 & 4641
10"x12" CYLINDERS, 37" DRIVE WHEELS
BUILT MAY 1879



THE MINNEAPOLIS MOTOR LINE ROSTER

Type	Baldwin #	Date	Co #	Cylinders	Drivers	Remarks
0-4-2	4638	1879	1	10" x 12"	37"	
0-4-2	4641	1879	2	10" x 12"	37"	
2-6-0	5694	1881	12	13" x 18"	41"	Originally "Robert S. Innes" became Sumpter Valley #3 about 1893, renumbered #13. Scrapped in 1915.
2-6-0	5695	1881	13	13" x 18"	41"	Originally "Dr. W. B. Hawkes" sold to the Soo Line in 1891. Rebuilt to 4'8½" gauge became their #322, class Z.
0-4-2	6230	1882	3	11" x 16"	41"	
0-4-2	6231	1882	4	11" x 16"	41"	
0-4-2	7606	1885	5	11" x 16"	42"	
0-4-2	7607	1885	6	11" x 16"	42"	
0-4-2	8127	1886	7			Originally built as soda motors, rebuilt into steam motors after only four months.
0-4-2	8144	1886	8			
0-4-2	8152	1886	9			
0-4-2	8159	1886	10			
0-4-2	8320	1887	11	11" x 16"	42"	
0-4-2	8321	1887	12	11" x 16"	42"	

Notes

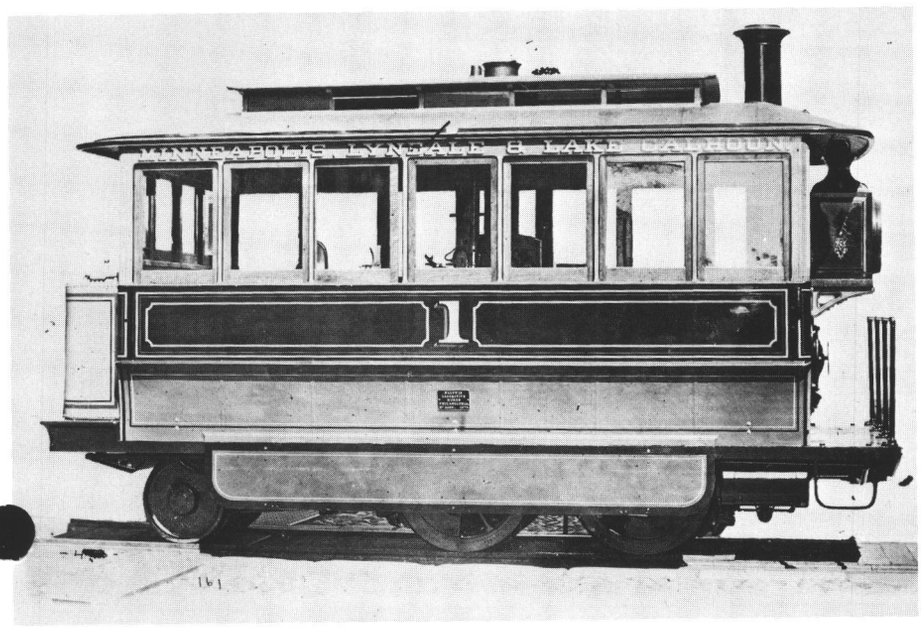
One steam motor and four trailers were sold to the Madison Motor Line in Madison, South Dakota.

One steam motor and four closed passenger cars were sold to the North St. Paul Railroad, St. Paul, Minnesota.

Fourteen open trailers were rebuilt into open electric motor cars for the Minneapolis Street Railway in 1892. Their numbers were 555 5o 568 inclusive. They were disposed of before 1905.

EQUIPMENT COLORS

Steam motors	black with gold striping and numbers, however photos show upper and lower panels to be lighter.
Trailers	bright yellow with a darker trim.
Dispatch car	all blue with word "Dispatch" and "#1" in gold.
Freight cars	colors not known at this time.



Baldwin #4638 built in 1879 with 37-inch drivers.
Photo, collection of H. L. Broadbelt.

INVENTORY LISTS

1887

1	locomotive ---*
12	steam motors
38	passenger cars
10	flat cars
2	box cars
9	dump cars

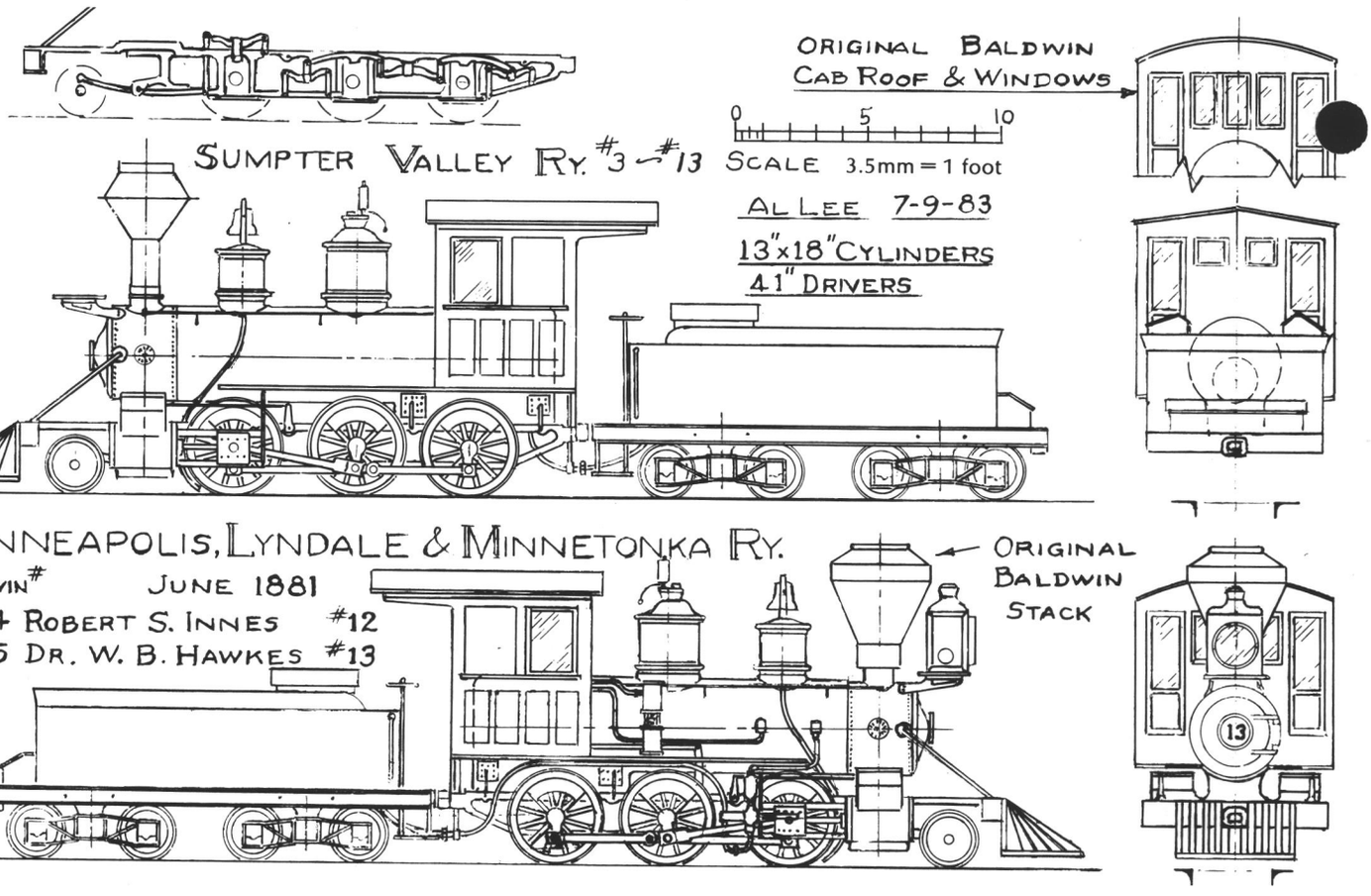
1890

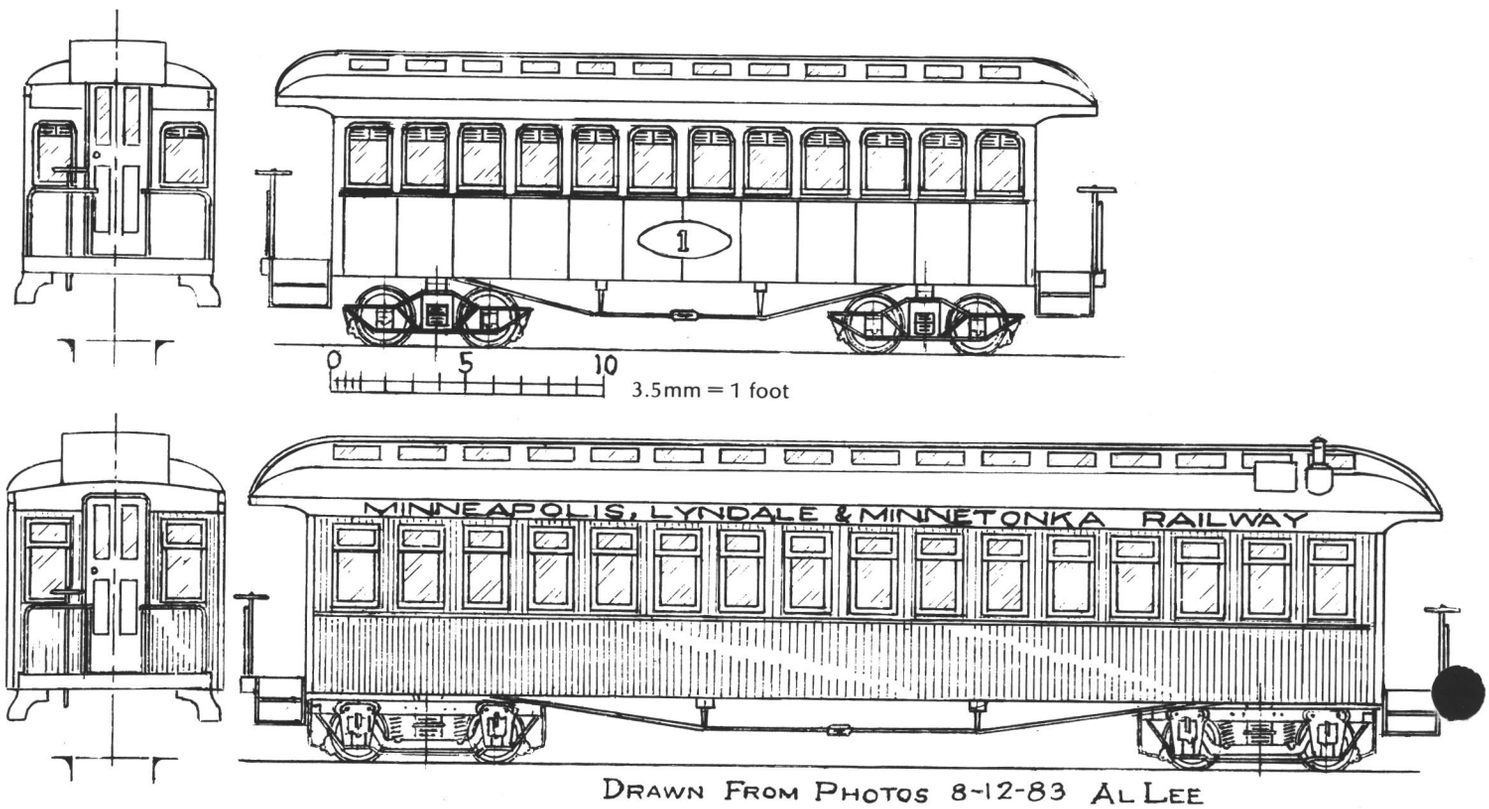
2	locomotives
13	steam motors --*
56	passenger cars
9	freight cars

1891 (for sale)

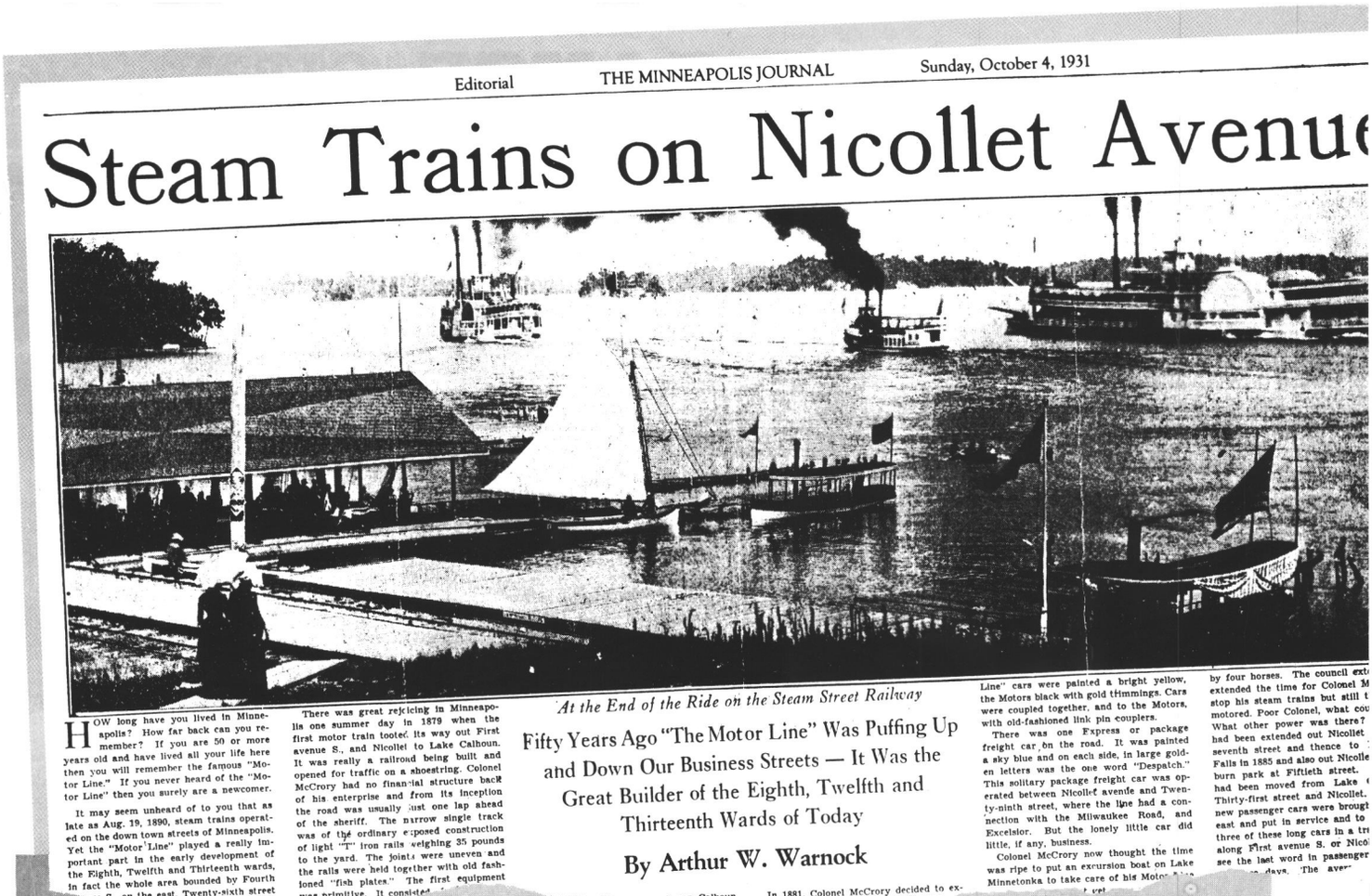
2	locomotives
12	steam motors
21	closed passenger cars 26 to 40 feet long
38	open passenger cars 34 feet long
8	flat cars 30 feet long
1	dispatch car 24 feet
1	caboose 24 feet long

*Appears to be in error.





DRAWN FROM PHOTOS 8-12-83 AL LEE



Editorial THE MINNEAPOLIS JOURNAL Sunday, October 4, 1931

Steam Trains on Nicollet Avenue

At the End of the Ride on the Steam Street Railway

Fifty Years Ago "The Motor Line" Was Puffing Up and Down Our Business Streets — It Was the Great Builder of the Eighth, Twelfth and Thirteenth Wards of Today

By Arthur W. Warnock

HOW long have you lived in Minneapolis? How far back can you remember? If you are 50 or more years old and have lived all your life here then you will remember the famous "Motor Line." If you never heard of the "Motor Line" then you surely are a newcomer.

It may seem unheard of to you that as late as Aug. 19, 1890, steam trains operated on the down town streets of Minneapolis. Yet the "Motor Line" played a really important part in the early development of the Eighth, Twelfth and Thirteenth wards, in fact the whole area bounded by Fourth ... S., on the east, Twenty-sixth street ... Lake Calhoun on the west.

There was great rejoicing in Minneapolis one summer day in 1879 when the first motor train tooted its way out First avenue S., and Nicollet to Lake Calhoun. It was really a railroad being built and opened for traffic on a shoestring. Colonel McCrory had no financial structure back of his enterprise and from its inception the road was usually just one lap ahead of the sheriff. The narrow single track was of the ordinary exposed construction of light "T" iron rails weighing 35 pounds to the yard. The joints were uneven and the rails were held together with old fashioned "fish plates." The first equipment was primitive. It consisted ... 1 and 2 and closed ...

... Calhoun ... turned ... Ex-

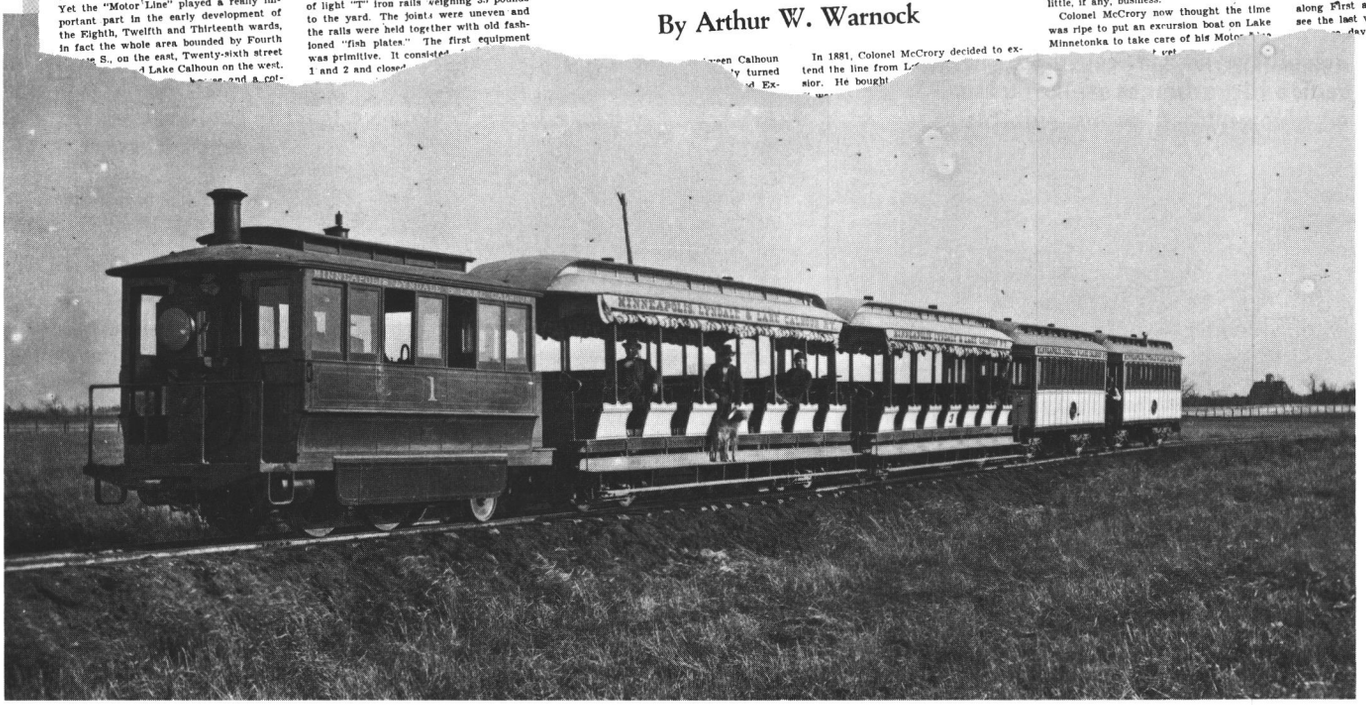
In 1881, Colonel McCrory decided to extend the line from L... sior. He bought ...

Line" cars were painted a bright yellow, the Motors black with gold trimmings. Cars were coupled together, and to the Motors, with old-fashioned link pin couplers.

There was one Express or package freight car on the road. It was painted a sky blue and on each side, in large golden letters was the one word "Despatch." This solitary package freight car was operated between Nicollet avenue and Twenty-ninth street, where the line had a connection with the Milwaukee Road, and Excelsior. But the lonely little car did little, if any, business.

Colonel McCrory now thought the time was ripe to put an excursion boat on Lake Minnetonka to take care of his Motor ...

by four horses. The council ext... extended the time for Colonel M... stop his steam trains but still t... motored. Poor Colonel, what cou... What other power was there? ... had been extended out Nicollet ... seventh street and thence to ... Falls in 1885 and also out Nicolle... burn park at Fiftieth street. ... had been moved from Lake ... Thirty-first street and Nicollet. ... new passenger cars were brough... east and put in service and to ... three of these long cars in a tr... along First avenue S. or Nicol... see the last word in passenger ... days. The aver...



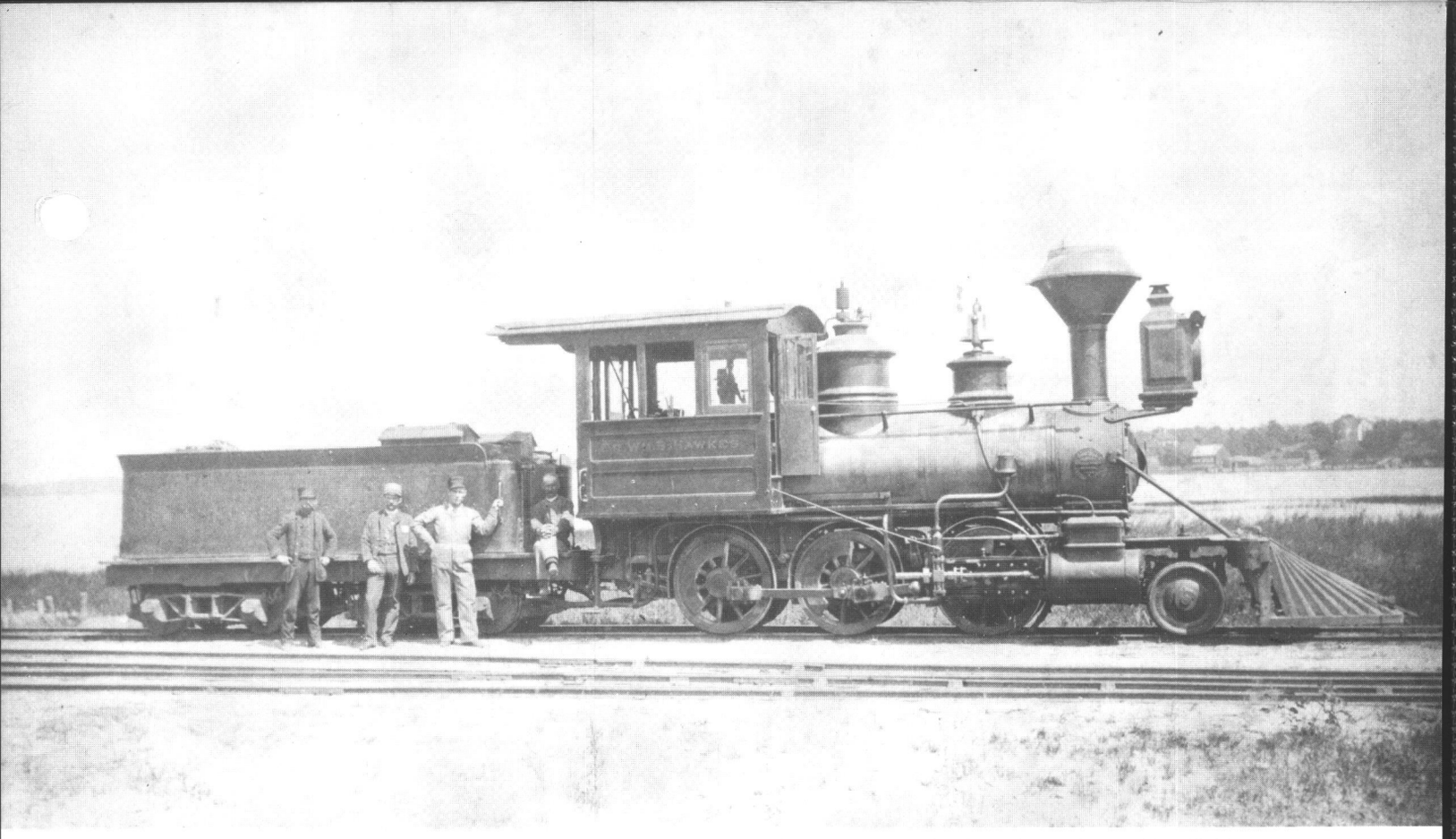
A Minneapolis, Lyndale & Lake Calhoun Railway steam motor with train, northbound nearing 31st Street, Minneapolis, Minnesota, in 1879. *Photo, collection of the Minnesota Historical Society.*

Top photo:
The end of the line at Excelsior. This photo was taken from the October 4, 1931 editorial section of the *Minneapolis Journal. Photo, collection of Albin Lee.*

Calhoun. Also in 1887, the city council passed an ordinance prohibiting steam within the city limits as of November, 1889. This sounded the death knell for the little motor line. The last steam motor ran from 1st Street to the 31st Street junction in August of 1890.

Information on this line is very scarce. The Broadbelt collection has several builder's photos of the original steam dummies and the soda motor. However, there are no photos of the Moguls. I contacted Mallory Hope Ferrell and he provided a Baldwin erecting card for their locomotive #5694 plus a photo of it in use much later as #13 on the Sumpter Valley line. This information allowed me to make the drawing of this locomotive. Since there were no data available for the tender I used a D&RGW class 42 and 42½ tender as being representative of Baldwin 1881-1883 tenders.

I am looking for photos of the "Dispatch" car, the caboose, and the Mogul in service in Minneapolis. If anyone out there has information you may contact me in care of the **GAZETTE**.



The history and configuration of ML&M's twin 2-6-0's numbers 12 and 13, are uncertain. One photo of an unidentifiable 2-6-0 on the line shows it with a small 2-window cab. This photo of No. 12, at the Excelsior terminal at Lake Minnetonka, shows it with the oversized (apparently original standard gauge) cab. The Soo Line diagram sheet of No. 322 with the oversized cab states that it was formerly ML&M No. 13. Which engine was converted, or whether parts from both engines were combined to make one standard gauge engine are unknown. ML&M No. 12 was formerly thought to have gone to the Sumpter Valley as its No. 3, later No. 13, but this is now questioned. *Hopkins Historical Society collection, courtesy Garrie Tufford.*

Narrow Gauge on the Soo Line

HOW THE SOO LINE CAME TO HAVE SOME NARROW GAUGE EQUIPMENT, AND WHAT BECAME OF IT

by CHARLES H. STATS

There are no narrow gauge railroads in the corporate pedigree of the nineteenth-century Minneapolis, St. Paul and Sault Ste. Marie Railway. Yet in the 1890's the Soo Line acquired a locomotive and some passenger cars built for three-foot gauge track. To explain this anomaly requires some background on the narrow gauge fever that afflicted portions of the railroad industry in the 1870's and 1880's.

A sub-chapter in the history of this mania was the fad for narrow gauge suburban railroads. The fabulous success of the Boston, Revere Beach & Lynn, opened in 1875, which occurred in a heavily settled area well-served by standard gauge railroads, prompted similar projects in several large cities around the country. New York City, Pittsburgh, Cincinnati, St. Louis, and Chicago all had such lines built or projected. So did Minneapolis.

The Minneapolis, Lyndale & Minnetonka Railway was organized in 1879 as the Lyndale Railway to build a three-foot gauge steam dummy line about 5 miles from downtown Minneapolis to the city limits and beyond to Lakes Calhoun and Harriet, to help develop what was then the distant suburbs. The ML&M name was adopted in 1881 when construction was started on a 13-mile extension to the town of Excelsior, west of the city on Lake Minnetonka, famous for its steamboats and summer resort hotels. The plodding Baldwin dummy engines would not do for this route, so in June 1881 Baldwin turned out for the ML&M two small 2-6-0's to the builder's class 8-20D, numbered 12 and 13, named *Dr. Wm. B. Hawkes* and *Robert S. Innes* respectively, after two of the company directors.

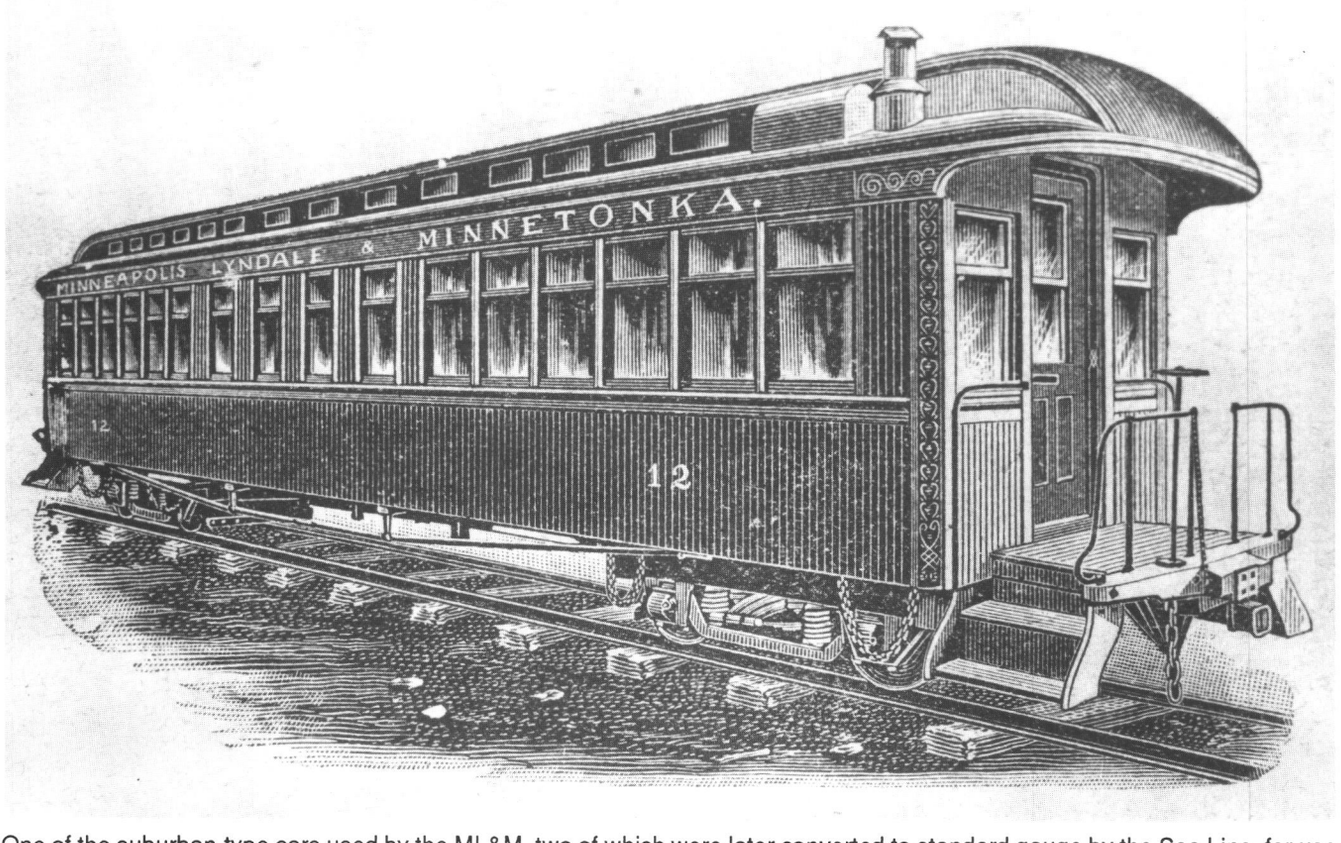
The ML&M soon defaulted on its bond interest

and in 1887 the Minneapolis Street Railway, a 42-inch gauge horse-car system, secured control. The MSR shortly began converting to a standard gauge, electric operation, and in the fall of 1890 it began converting the ML&M, too. A few of the ML&M cars were rebuilt for use by the MSR, but most of the cars and all of the locomotives were surplus and put up for sale in June 1891. An advertisement noted that "The gauge of any of the cars can be changed to suit the purchaser."

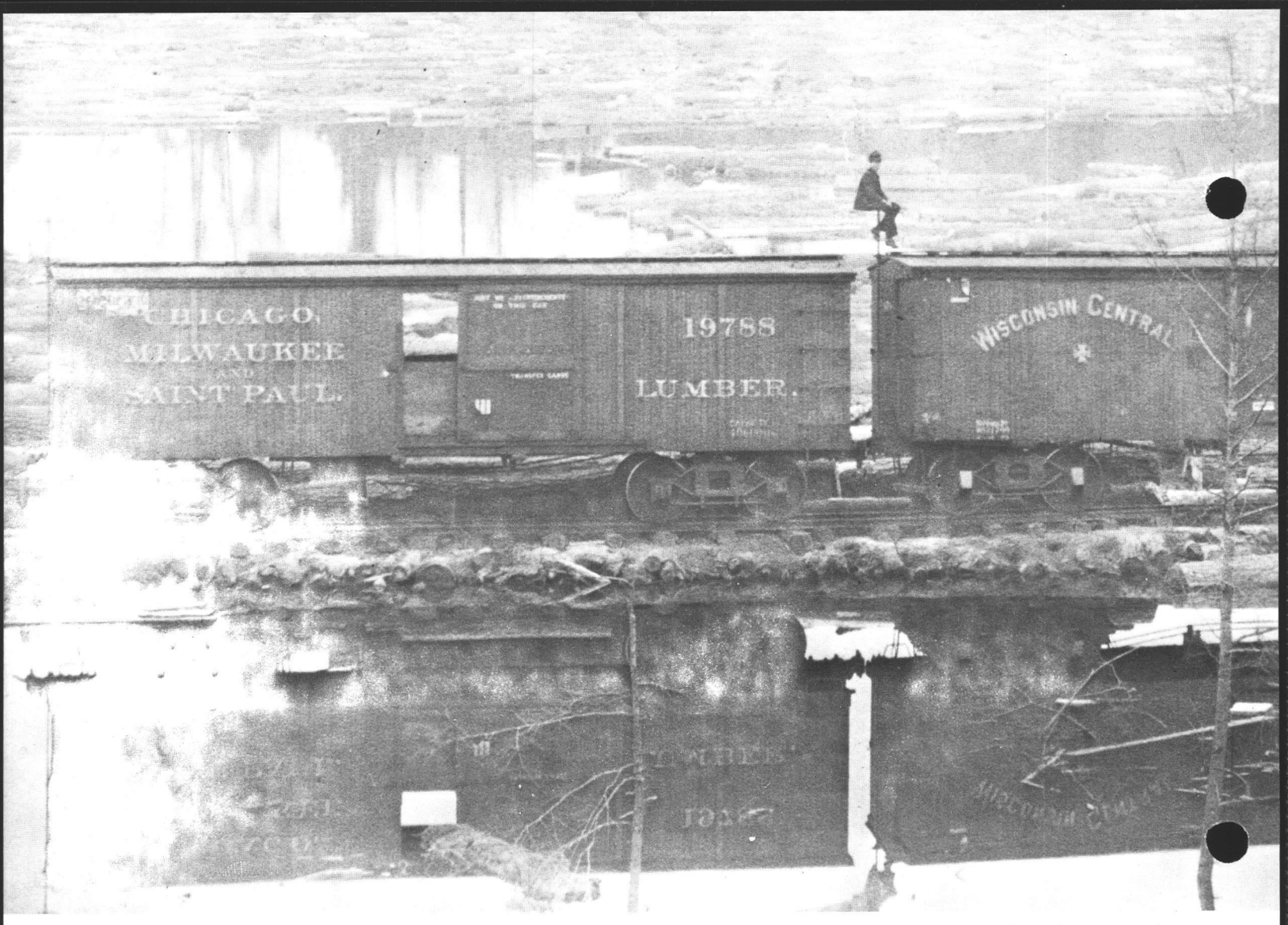
There was an interlocking ownership among the Soo Line, the MSR, and the ML&M at this time. Thomas Lowry was president of both the Soo Line and the MSR. He had also owned a substantial amount of ML&M debt, probably acquired as part of his real estate development projects along its route. These mutual interests made it easy to transfer equipment between companies without much administrative rigmarole.

Over in Wisconsin, about 200 miles to the East and five miles below the Soo Line, the Milwaukee lumberman William H. Bradley was promoting the new city of Tomahawk. Although Tomahawk had the Milwaukee Road for transportation, Bradley also wanted a direct connection with the Soo Line to receive logs and to ship his lumber to the West. There were interlocking interests here, too. Bradley became a Soo Line stockholder at some time in the late 1880's or early 1890's, and in 1896 was elected to the Soo Line Board of Directors. He was related to the Morisons and Pillsburys, who were important Soo Line backers. The Soo Line had treated Bradley carefully, naming a townsite along the Tomahawk River for him in 1886, when Tomahawk was still being planned. Of course, the Soo Line wanted his future log and lumber shipments, too.

In the summer of 1891, Bradley built a short railroad down to Tomahawk from the Soo Line at the town of Bradley, and he needed equipment to operate it. What better source than his fiscally friendly connection? A word to Lowry would have been sufficient. However, the Soo Line Mechanical Department wasn't going to send out main-line stock just to serve a 5-mile lumber spur. So one of the ML&M's 2-6-0's, probably No. 13, the *Robert S. Innes* (there is some uncertainty as to which one was actually selected), was transferred to the Soo Line and sent to Shoreham Shops for conversion to standard gauge. It was given the number 322 and class Z (implying that this was the end of such doings), and leased to the Wisconsin & Chippewa Railway, as Bradley had named his line. The W&C renumbered the 322 as "999" sometime after the famous run in May 1893 of the New York Central & Hudson River's engine of that number. When chugging along under load, with its 40-inch drivers, the 322 must have sounded as if it were going lickety-split, even though top speed on the W&C tracks was probably not more than 15 or 20



One of the suburban-type cars used by the ML&M, two of which were later converted to standard gauge by the Soo Line, for use on the Wisconsin & Chippewa, one for a coach and one rebuilt as a private car. The window arrangement identifies the seating as transverse in the center with benches at each end. This engraving appeared in an advertisement in *Railway Age* for June 27, 1891, offering for sale the cars and locomotives of the ML&M and horse cars of the Minneapolis Street Railway. *Courtesy Ray Buhrmaster collection.*



On lease to the Wisconsin & Chippewa Railway, near Tomahawk, Wisconsin, Soo Line No. 322 poses on a jetty, incongruously with box cars. The jetty was probably used only for dumping logs from flat cars. Comparison of this photo with the one of No. 12 as built, shows several important changes have been made. Air brakes have been applied, the tender shell has been lengthened to receive an air reservoir and a box for links and pins on the rear beam, and footboards have been applied for switching duties. A strange tool-box-like container has been added entirely across the top of the water compartment of the tender. Other changes

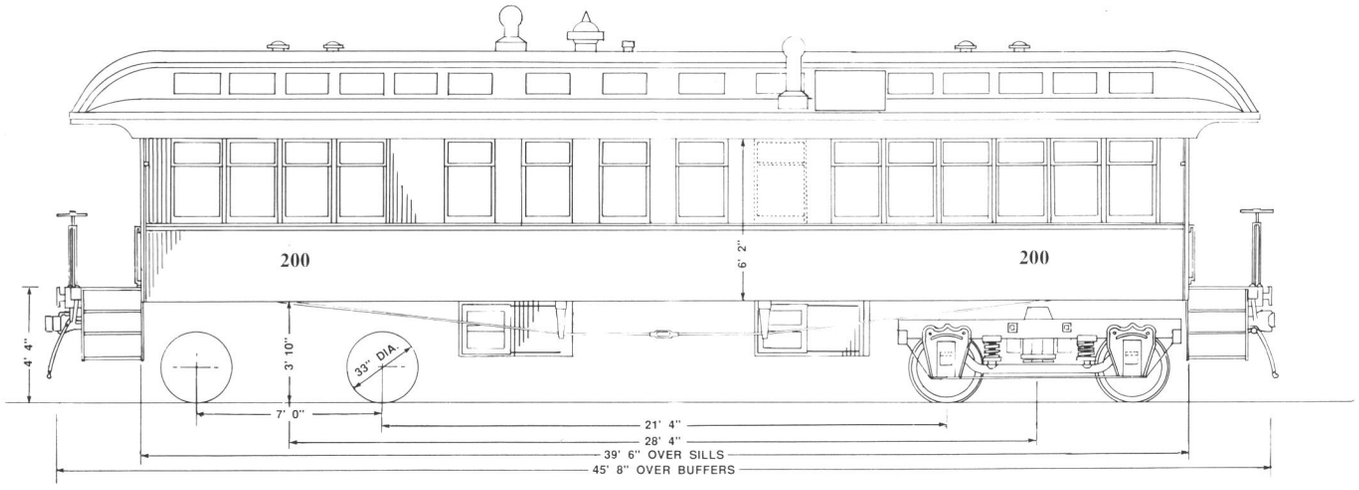
m.p.h. In February 1897 the W&C purchased the engine for $1000. After merger of the W&C into Bradley's other railroad, the Marinette, Tomahawk & Western, in 1898, the engine was renumbered again, to 3. In July 1904, after being out of service for some time, No. 3 was declared surplus and sold to the Chicago equipment firm of F. M. Hicks. Hicks resold it to Birmingham Rail & Locomotive Company. No. 3 eventually found a home with the Allison Lumber Company at Bellamy, Alabama, where it worked out its days, renumbered once more to 100, finally being scrapped about 1938. The Allison family also owned the connecting Sumpter and Choctaw Railroad, and the 100 is said to have operated over this line at times.

In addition to the locomotive for the front of his trains, Bradley also needed some passenger cars to handle that end of the business. He eventually got three narrow gauge cars of ML&M origin through the Soo Line. It is not known whether the first two passed through Soo Line ownership before coming to the W&C, but they were apparently converted to standard gauge by the Soo. First, Bradley got a combination baggage-coach, which was equipped only in typical suburban car fashion, with wooden benches running lengthwise through the passenger compartment. Next a coach. This was a also a suburban-type car, with lengthwise benches at each end, and some transverse seats in the center. The trucks applied to this car carried Soo Line identification. In 1899, Bradley decided to upgrade his passenger service, and converted the combine to a smoker and the coach to a parlor car. The cars were grandly numbered 1001 and 2001. Passengers on the 5.6-mile trip to the junction with the Soo now had a first-class service.

The third narrow gauge car was for Bradley's personal use. This suburban coach was purchased by the Soo Line from the MSR in January 1893, converted to a small business car by Shoreham Shops in June 1893 and leased to (and later purchased by) Bradley so he could tour in grand style over his expanding railroad empire. Lettered for the Wisconsin & Chippewa and numbered 200, at first it had an

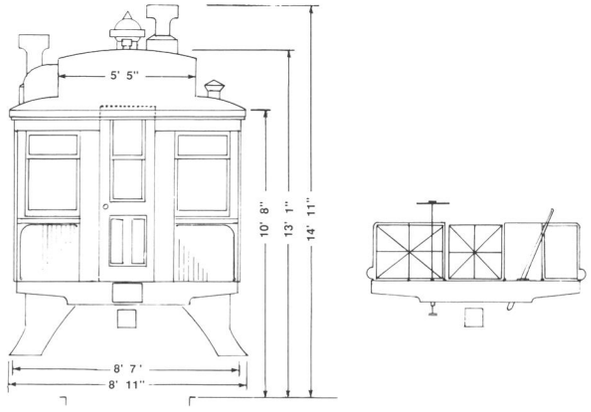
include addition of an extended smoke box, removal of the flanges from the domes, application of a straight stack, and changing the bell location from atop the sand dome to a position between stack and sand dome, which required moving the latter to the rear. The birch trees obscure the valve gear machinery, but it appears that the crosshead-driven injector remains. The W&C later renumbered this engine to 999. On the successor MT&W, it became No. 3. After sale to used equipment dealers, it went to Alabama as Allison Lumber Company No. 100. *Marathon County [Wis.] Historical Society collection, courtesy Ralph Wehlitz.*

Looking tired and weary, one-time Soo Line No. 322 sat disused at Bellamy, Alabama, on July 23, 1937, as Allison Lumber Company No. 100, when *William Moneypeny* photographed it in its last days. It was probably scrapped shortly thereafter. *Courtesy Bay Buhrmaster collection.*



M. ST. P. & S. STE. M.

BUSINESS CAR NO. 200



BUILT BY BARNEY & SMITH FOR MINNEAPOLIS, LYNDALE & MINNETONKA

PURCHASED FROM MARINETTE, TOMAHAWK & WESTERN JUNE 30, 1904

RATIO 1:87 HO SCALE

drawn for the SLHTS by

CHARLES H. STATS

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The plan for this car has been prepared from Soo Line diagram sheets, the photo of the car on the Marinette, Tomahawk & Western, and from photos and measurements of the car body of its twin, MT&W's parlor car, before it was destroyed.

A Soo Line diagram sheet shows that the car was built by Barney & Smith, but the year is not shown. The car was equipped for both outside furnished steam heat and on-board Baker hot water heat. Chairs in the car are indicated as upholstered in black leather.

The photo of the car on the MT&W appears to show the car sitting higher on its trucks than the plan shows. This dimension was taken from the Soo diagram sheet. The Soo Line may have reworked the truck mounting, especially if the car continued its habit of derailing, for which it was remembered on the MT&W.

The car had traps over the platform steps on both ends of the car and a drop awning on the observation room end while on the MT&W. The Soo Line diagram sheet does not indicate any of these.

The purpose of the chests mounted under the car in the MT&W photo is not known; perhaps these were additional ice boxes. We have shown them on the left side of the car, but whether there were actually any on this side is not known. None are shown on the Soo diagram sheets.

The parlor car body still had remnants of the inside slatted blinds on the windows when it was demolished. The photo shows some sort of inside blind or shade arrangement, but is too vague to see whether slatted.

Information on the Minneapolis, Lyndale & Minnetonka may be found in Russell Olson's *Electric Railways of Minnesota* (Minn. Transp. Museum, 1976) and in Vol. 10, No. 5 (Nov./Dec. 1984) of *Narrow Gauge & Short Line Gazette*, "The Minneapolis Motor Line," by Albin Lee, and Vol. 16, No. 3 (July/Aug. 1990), "Mixed-up Moguls on the Minneapolis, Lyndale & Minnetonka: Where Did #13 Go?" by Garrie Tufford.

Millionaire lumberman William H. Bradley's compact private car, lettered for his railroad, rests on a trestle to an island in Lake Mohawksin at Tomahawk, Wisconsin. The narrow gauge car was purchased by the Soo Line from the Minneapolis, Lyndale & Minnetonka, and rebuilt at Shorham Shops in June 1893 and again in February 1897. The narrow gauge origins of the car are obvious from the width of the car compared with the trucks on which it rests. The ladder to the roof is probably for filling the water tanks in the kitchen. Although the platforms are only wide enough for access to the car, if the traps are lowered and the gate closed, Bradley could sit out in the breeze and inspect the track as the car rolled over the 60-mile length of his railroad empire. In June 1904, after Bradley's death, the car was sold back to the Soo Line, where it was retained until 1926. *Courtesy Charles Stats collection.*

observation compartment at each end and a bedroom in the center. There were no facilites for preparing meals, but a kitchen was installed in place of the bedroom during a February 1897 refurbishing, and any overnight guests thereafter slept in folding beds in the dining and observation rooms. There may have been something wrong with the standard-gauging process, for the little car had a tendency to derail, even more than could be expected on the light track of Bradley's railroads. It is reported that whenever Bradley travelled, he took along a strong lumberjack with an ax, which were used, when the trucks ran off the track, to chop down any handy tree of the right size for use in prying the car back on the rails.

The car was relettered for the Marinette, Tomahawk & Western after Bradley merged the W&C and the MT&W in 1898. In June 1904, after Bradley's death, this car was sold back to the Soo Line, still carrying number 200, where it served for another 22 years. A Soo diagram sheet for it has the note: "Dismantled 11/30/26."

The MT&W discontinued passenger service in October 1918 and the ex-narrow gauge cars sat around for another nine years. In April 1927 they were retired. The body of the combine was used for an oil storage warehouse and finally demolished in 1947. The parlor car body was used for tool and supply storage for a while, then sold for use as a business building. It was variously a tavern, souvenir shop, and pizza restaurant and was finally demolished in the early 1970's. The MT&W needed a caboose in 1927 and local carpenters were still capable of putting one together from timbers, framing stock, and siding, which they did. The MT&W thriftily used the trucks and brake rigging from the parlor car for support and braking power. This car, No. 45, lasted until 1961, when it, too, was scrapped. It rolled on the Soo Line passenger car trucks until the end.

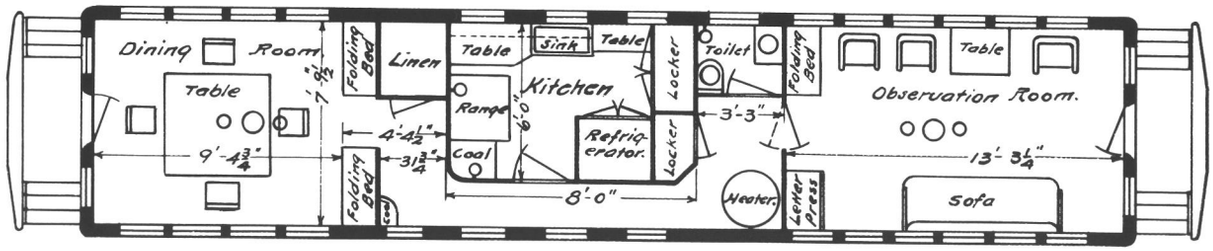
Charles H. Stats

ACKNOWLEDGEMENTS

Thanks are due to the following for generously sharing their information and materials on Soo Line, MT&W, and ML&M equipment: Ray Buhrmaster, Larry Easton, Mallory Hope Ferrell, Richard Scholz, Garrie Tufford, Ralph Wehlitz, and last, but not least, officers and staff of the Marinette, Tomahawk & Western Railroad. Additional information was found in various issues of *The Tomahawk* and *The Tomahawk Leader* newspapers.

Business Car 200 was stranded for eight days east of Agate on March 15, 1920. It's narrow gauge origins are quite evident. *Courtesy Stuart J. Nelson collection.*

Official Car.



Number owned ..... 1.
200 ..... Built by Barney & Smith .....

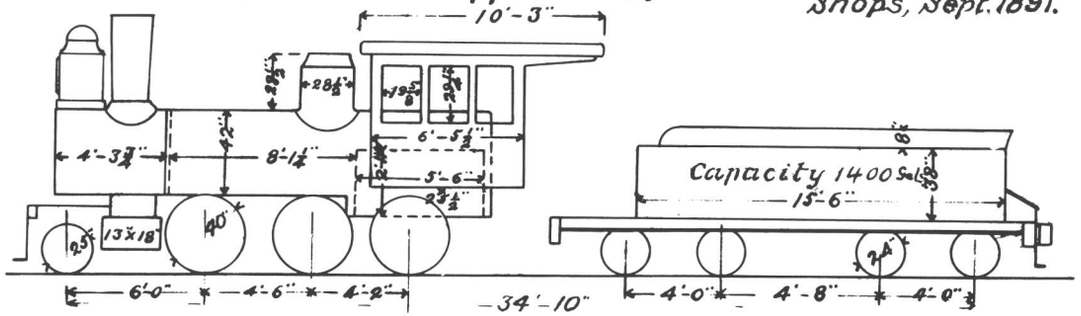
Purchased from M. T. & W. Ry. 6-30-1904.

SLHTS Archives.

Number Owned - One. (Formerly M. L. & M. No. 13)
111 - 1 3/4" Flues.
Westinghouse Automatic
Air-Brakes on Drivers and Tender.

Class Z.
Engine 322.
(Wisconsin & Chippewa 999)

Built by Baldwin Locomotive Works 1887.
Bought of Mpls. Street Ry. Co. 1891.
Rebuilt to Standard Gauge at Shoreham Shops, Sept. 1891.



Wgt. on Truck 9000 lbs. Wgt. on Drivers 39400 lbs. Tender Loaded 34400 lbs.

Cast Iron Engine Truck Wheels 25" Diam.
" " Tender " " 24" "

Weight of Engine 48400 lbs.
Total Weight of Engine and Tender 82800 lbs.

SLHTS Archives.

MIXED-UP MOGULS ON THE MINNEAPOLIS, LYNDALE & MINNETONKA

WHERE DID #13 GO?

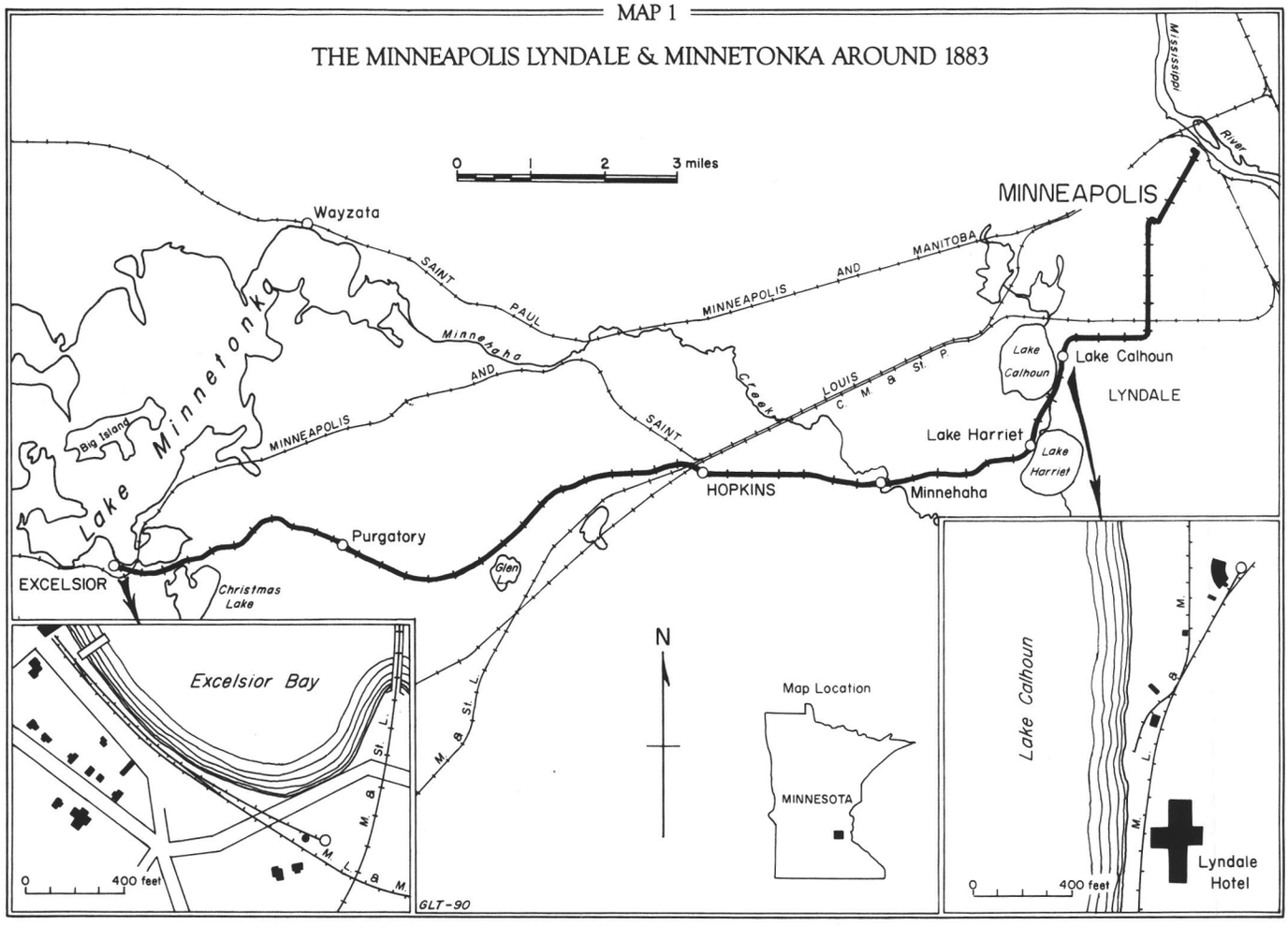
by Garrie L. Tufford

This article is about the interesting, but as yet unfinished, history of two steam locomotives: a handsome pair of Moguls very similar to (but smaller than) the Denver & Rio Grande's Class 45 2-6-0's. These two Moguls were first owned by Minnesota's 3-foot gauge Minneapolis, Lyndale & Minnetonka Railway, best known as an urban commuter line that used steam dummies ("motors") for motive power, and experimented with unusual kinds of motive power to replace steam for use on city streets (Olson, 1976; Tufford, 1976; Lee, 1984). Less well known is the ML&M's *suburban* operation from Lake Calhoun in Minneapolis to Excelsior on the shores of Lake Minnetonka (Map 1). The "Motor Line," as it was usually called, carried thousands of summer tourists and city pleasure-seekers for outings in the country that often included a ride on one of the many steamboats operating on these lakes. (Two of these steamboats were owned by the ML&M.)

The story begins sometime prior to 1881 when the M&LM decided to build a line to Excelsior, and for motive power, ordered two Moguls from the Baldwin Locomotive Works. In January 1881, Baldwin entered this order, and made a specification sheet for the Moguls. However, because of a backlog at the factory, the two locomotives were not built until June. Upon receipt by the ML&M, they went into service and served until the track was standard-gauged and electrified in 1890-1891. Where they went after that is the problem. One of the locomotives (#13) has been reported to be on two different railroads at the same time. A drawing in a Soo Line locomotive diagram book of about 1900 notes that they, the Soo Line, rebuilt ML&M #13 to standard gauge. On the other hand, Sumpter Valley historians (Shaw, 1950; Ferrell, 1967) write that ML&M #13 wound up on the 3-foot gauge Sumpter Valley in Oregon as its #13. Since it is impossible to be in two places at the same time, these records pose a conundrum.

Part of the problem may lie in the nature of old records in general. Before I go on with the information I have found about these locomotives, I want to digress and make some points about old records. People were just as likely to make mistakes in the "old days" as they are today. Their mistakes often show up when conflicting bits of information are discovered about the same subject. Also what seems significant today didn't always matter in the past. For example, locomotive construction numbers were not

MAP 1



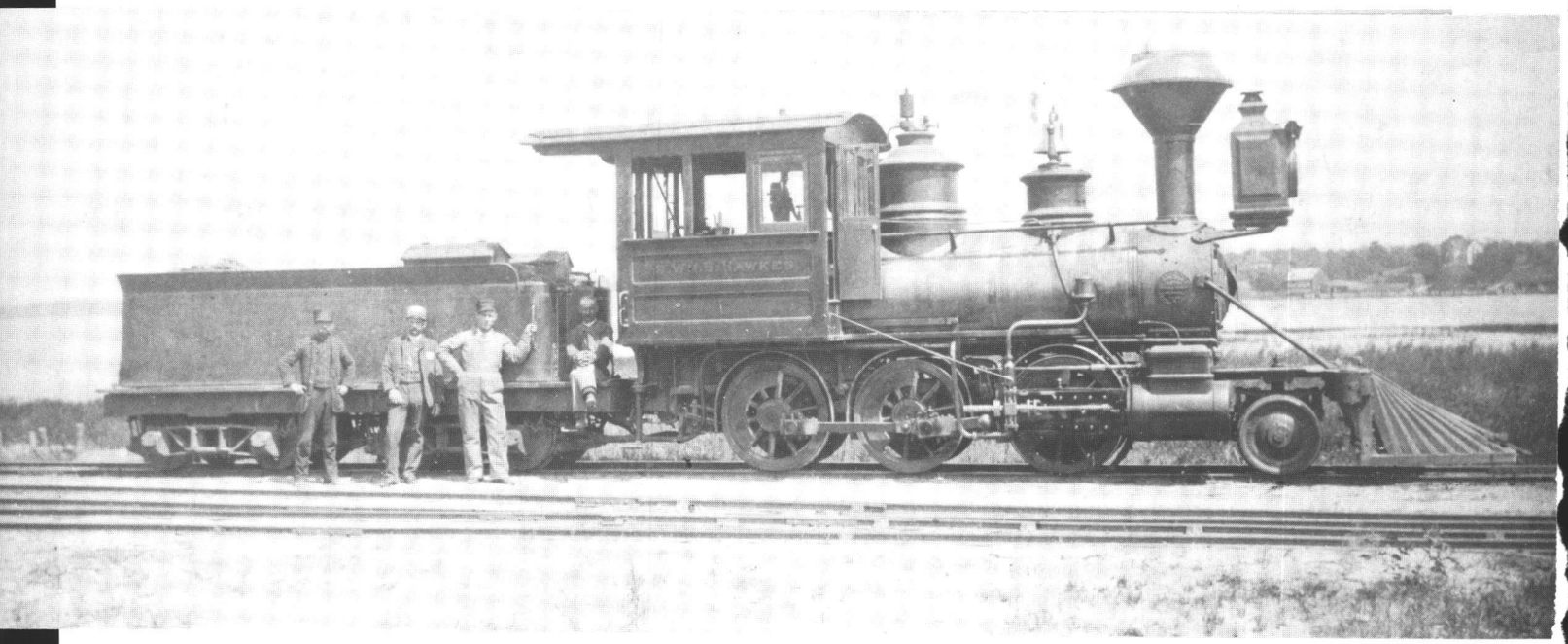


Photo 1. This photo of a Minneapolis, Lyndale & Minnetonka locomotive was taken at Excelsior, Minnesota, about 1883. The name "DR. WM. B. HAWKES," is clearly visible, but this locomotive also has a barely visible "12" on the sand dome. This contradicts the Baldwin specification sheet which lists "DR. WM. B. HAWKES" as #13. By making an enlargement of the builder's plate, I was able to determine that the construction number on this locomotive was 5694. *Photo, courtesy of the Hopkins Historical Society (from the author's collection.*

as "useful" before 1911 (when boiler inspection laws were passed) as they became after that date when they were needed to identify individual boilers. Therefore, prior to 1911, some railroads did not keep very good records of these numbers. Furthermore, people (then or now) do not always do what they say (or write). An example (discussed in more detail later) is a photo suggesting that Baldwin employees may not have lettered and numbered the ML&M Moguls the way they recorded them on their specification sheet. Old photos can be (but are not always) one of the most reliable and useful kinds of documentation – especially if the desired information is part of the actual image, rather than in labels or dates that may have been added later. Finally, one needs to keep in mind that each photo or other record represents only one historical event – an instant or a slice of time – with no duration or implication of continuity. What happpened in between existing records can only be guessed at, and these guesses may be far from what really happened.

Returning now to the story of the switched numbers and mistaken identities of the M&LM Moguls, Paul Warner, Baldwin's advertising manager, wrote in 1930 that these locomotives were built in June 1881, assigned construction numbers 5694 and 5695, were named the ROBERT S. INNES and DR. W. B. HAWKES (*sic*), and numbered 12 and 13 respectively. What records Warner looked at for his data 50 years after the locomotives were built is not known. He probably had to look in more than one file because Baldwin specification sheets do not show construction numbers. The construction numbers were in different files from and not necessarily even kept in the same place as the specification sheets. So it was possible to make mistakes in recording information between the erecting shop, the paint shop, and the "front office." Nevertheless, the locomotives as built (numbers 43 and 44 of Baldwin Class 8-20D) had 13- x 18-inch cylinders, 41-inch drivers, weighed some 45,000 pounds each (in working order) and were fitted with Eames vacuum brakes. Both were painted olive green, and when delivered had rather large Radley & Hunter stacks replaced with smaller diamond stacks in August 1881.

The Baldwin specification sheet goes on to clearly state that these two locomotives were to be numbered and lettered: "12, ROBERT S. INNES" and "13, DR. WM. B. HAWKES." (Innes and Hawkes were officers of the company and also on its board of directors.) So far, so good. But the mystery begins with the recently discovered Photo 1 taken at Excelsior about 1883. The exact date is uncertain, but it could only be between late 1881 and mid-1886, because this is when the track to Excelsior was narrow gauge. Furthermore Photo 1 was probably taken before August 1883, because Dr. Hawkes was not associated with the company after that date. The original print has a clearly visible "DR. WM. B. HAWKES" on the cab side, a faint "12" on the sand dome, and an even fainter "No. 5694" on the builder's plate. Unfortunately neither number is likely to be visible in the reproduction here. In my identification process, I made a separate 4- x 5-inch negative of the builder's plate from this photo and enlarged it. The first digit of the construction number has a horizontal top, probably part of a "5," and the slant of a "4" is unmistakable in the last digit; sixes and nines can look like each other so the middle numerals are unclear. In this photo, ML&M #12, and by extension #13 is not named or numbered as the specification sheet told the painters to do, nor as later railfans have accepted.

Speculation about why and when the mix-up occurred, or who did it does little to solve the problem of who got ML&M #13. It is not likely that Dr. Hawkes wanted the number changed because he was superstitious. The ML&M ordered another #13 in early 1882 that was also to be named after him. However, this order to Baldwin for a 4-4-0 was cancelled because of the company's financial problems and Dr. Hawkes' name remained on one of the Moguls. Incidentally, the 4-4-0 that was ordered by the ML&M and not delivered to them was #6238 (class 8-18½ C-39), built in June 1882, and sold to the Irolo Railroad in Mexico as their #4, LOS REYES (Best, 1968, p. 164). The fact remains that when Photo 1 was taken, at least one, and by implication both, of the Moguls was/were lettered differently from the Baldwin specification sheet information; and any history using data based only on that record may well be incorrect.

As previously noted, ML&M #13 seems to have been in two places at once. First I will look at number 13's supposed career on the Sumpter Valley. Shaw, Fisher, and Harlan (1949) state that SV #13 (Photo 2) was a Baldwin 2-6-0 "formerly named 'Dr.

W.B. Hanks' (*sic*) by unknown original owners." A year later, in 1950, Shaw published a supplementary revised roster in which he stated that SV #13 was "Baldwin #5695; Ex-Minneapolis, Lyndale & Minnetonka No. 13." Mal Ferrell accepted this designation in his 1967 book and added other information that he had discovered, including that SV #13 had previously been SV #3. While SV #13 still has a builder's plate in the photo I have, the construction number is not very clear.

If one of the ML&M locomotives did indeed go to the Sumpter Valley, at some time it was rebuilt because there are several differences between SV #13 (Photo 2) and the M&LM locomotives. A comparison of Photos 1 and 2 shows that the ML&M locomotive would have had to have the cab replaced, the running boards raised, the cross-head pump replaced with injectors, a valve added to the front of the steam dome, and an unusual stack base installed if it became SV #13. In addition there is a very unsafe extension of the running board that slopes down to the valve chest. The exact date that one of the M&LM locomotives would have arrived at the Sumpter Valley is uncertain. A Railroad Commission of Oregon "Appraisal of 1909" report shows SV #13 as being in service and having undergone "general repairs" last in 1903. Therefore SV #13 was working in Oregon at least between those dates. A similar report for 1919 does not include the Mogul – #13 is vacant.

The career of the "other #13" is much longer and better documented. Marginal notes on an 1891 Soo Line locomotive diagram (Fig. 1 is a copy by the late Robert Graham) states unequivocally that the Soo Line rebuilt ML&M #13 to their standard gauge Class Z, as #322, at Shoreham Shops, in Minneapolis. The builder's plate was apparently "lost" in the rebuild. It was no accident that the Soo Line acquired one of the Minneapolis, Lyndale & Minnetonka locomotives – in a manner of speaking, it already "owned" both of them since its president, Thomas Lowry, was also president of the Minneapolis Street Railway Company (successor to the M&LM). Transferring the locomotive may have been a convenient way to "juggle the books" when the two locomotives became redundant.

Charles H. Stats, who has given much time and effort to the history of the Marinette, Tomahawk, and Western Railway, has discovered the following history for Soo Line #322. Right after standard-gauging, this locomotive was leased to the Wisconsin & Chippewa Railway as their #999. In Photo 3 the locomotive is still lettered for the Soo Line but is working in Wisconsin. The W&C purchased #322 (#999) in February, 1897; but in June, 1898, the W&C became the Marinette, Tomahawk & Western, and in a renumbering that occurred sometime between 1898 and 1901, W&C #999 became MT&W #3. In July, 1904, the locomotive was sold to F.M. Hicks, a Chicago used equipment dealer, resold shortly after to another dealer (Birmingham Rail and Locomotive), and finally sold to the Allison Lumber Co. at Bellamy, Alabama, as their #100 (Photo 4), working there until being scrapped about 1938.

As you can see, what was once thought a simple and straightforward story has become somewhat muddied. I cannot state positively which M&LM Mogul went where, or even when they got there. I have some notions, and expect the reader will have some also. One possiblity is that the locomotives were renumbered; another is that rebuildings through time combined parts

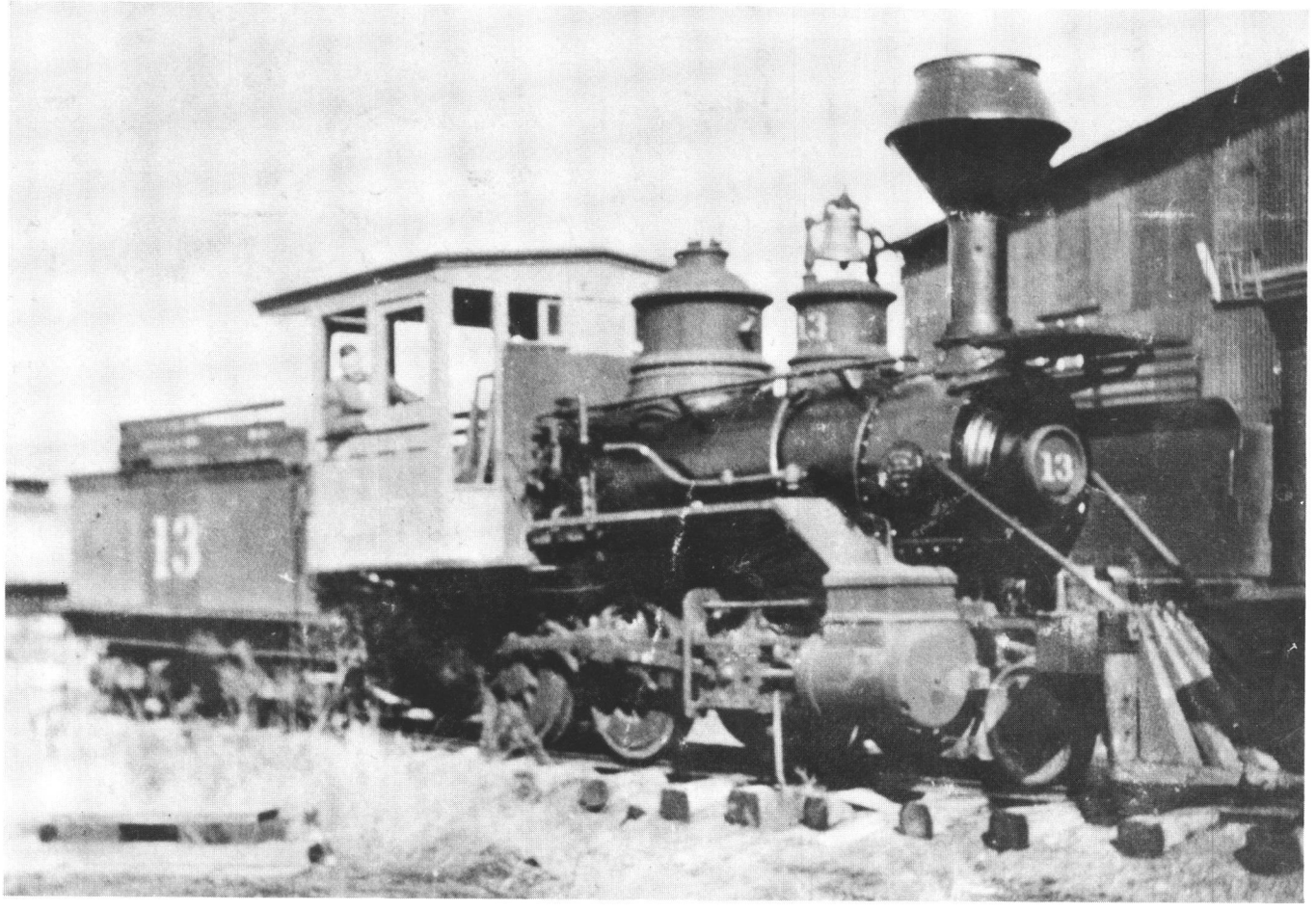
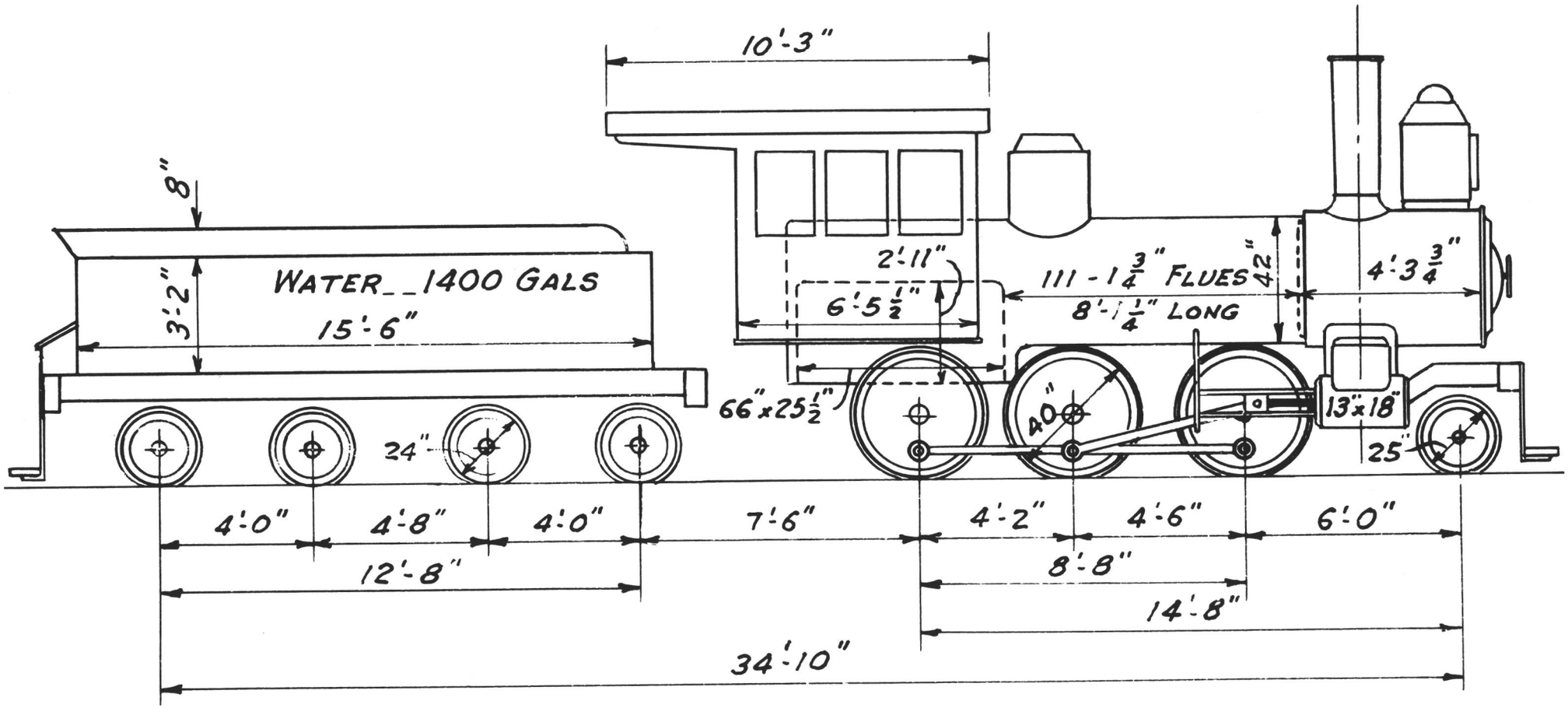


Photo 2. Sumpter Valley #13 shows some significant changes from a presumed former "incarnation" on the Minneapolis, Lyndale & Minnetonka (See Photo 1). A new cab, different stack base, injectors instead of cross-head water pump and raised running boards are the most obvious changes. The sloping extension of the running board to the valve chest is both very unusual and quite dangerous. The date of this photo is not known, but it was probably taken after 1900. *Photo, courtesy of Mallory Hope Ferrell collection.*

Fig. 1

SOO LINE 2-6-0 – 322, STANDARD GAUGE CLASS Z

SCALE: ¼ INCH = 1 FOOT



This figure was redrawn by Robert Graham from an original Soo Line Diagram found in a Soo Line diagram book made up about 1900. Marginal notes on the original drawing state: "Formerly M.L.&M. No. 13. Bought of Mpls Street Ry. Co. 1891; Rebuilt to Standard Gauge at Shoreham Shops, Sept. 1891."

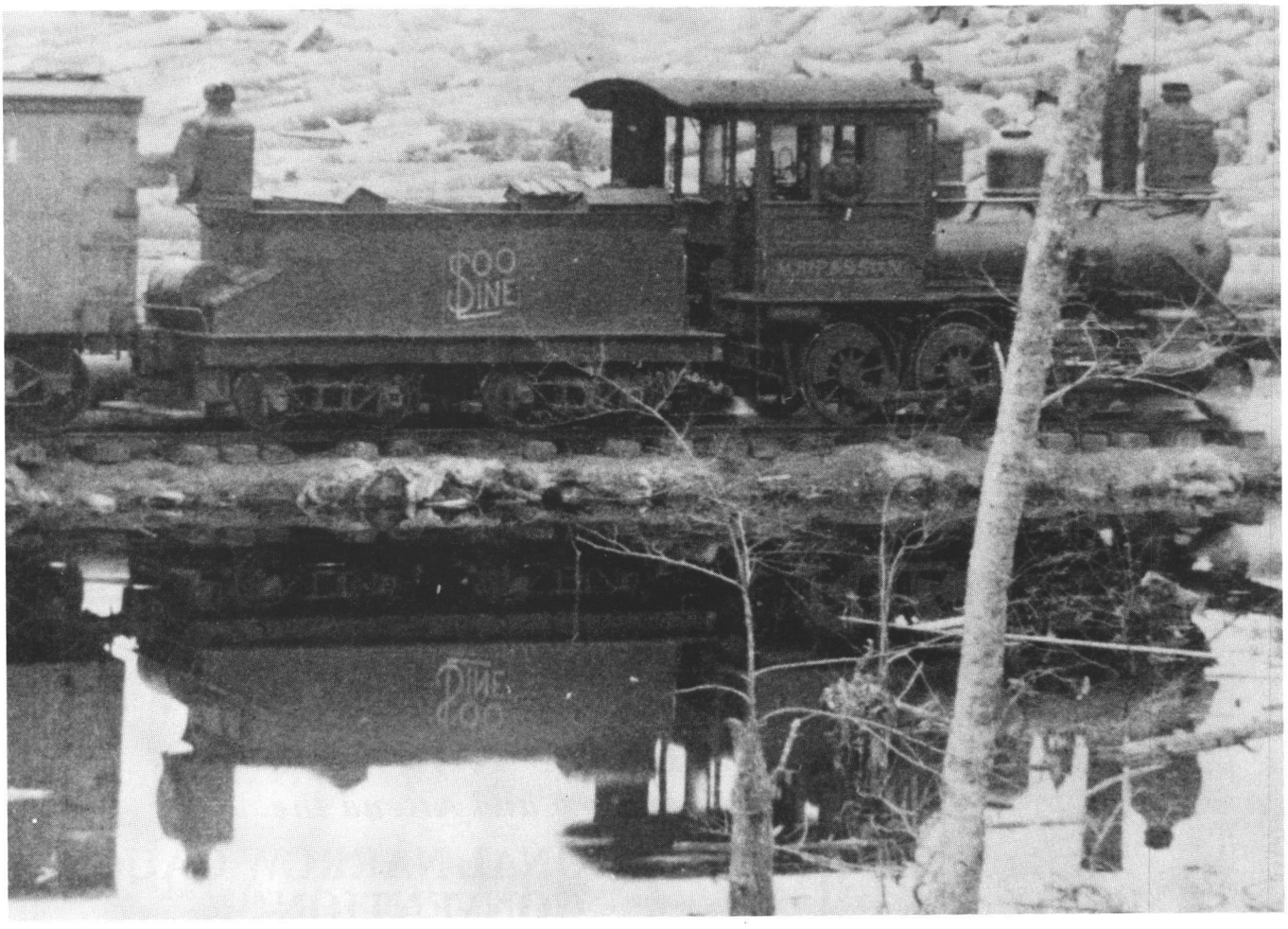


Photo 3. Soo Line #322 at Bay Mills, Wisconsin, about 1892 on lease to the Wisconsin & Chippewa Railway. If this is indeed former M&LM #13 as a Soo Line Diagram shows, then this is how #13 looked after being rebuilt to standard gauge, getting an extended smoke box, air brakes, new dome covers, and a new stack. *Photo, from the Marathon County Historical Society, courtesy of Ralph Wehlitz.*

Photo 4. On July 23, 1937, William Monypeny took this photo of Allison Lumber Company #100 on their railroad at Bellamy, Alabama. This locomotive, presumed to have once been Minneapolis, Lyndale & Minnetonka #13, became Soo Line #322 for a brief period, worked about a dozen years in Wisconsin, before going to Alabama about 1904. It was finally scrapped at Bellamy in 1938. *Photo, courtesy of R. W. Buhrmaster collection.*

from both locomotives so that there was no longer a "real" #13 or a "real" #12. Perhaps this article will bring forth photos and records that will fit into this puzzle and lead to further clarification.

My thanks to Mal Ferrell, Russ Olson, and John Robinson for their enlightening contributions and very entertaining discussions about these locomotives. The late Robert Graham's help with the Baldwin construction records solved many problems, as did Charles H. Stats' careful work on the later history of the Mogul that went to Wisconsin.

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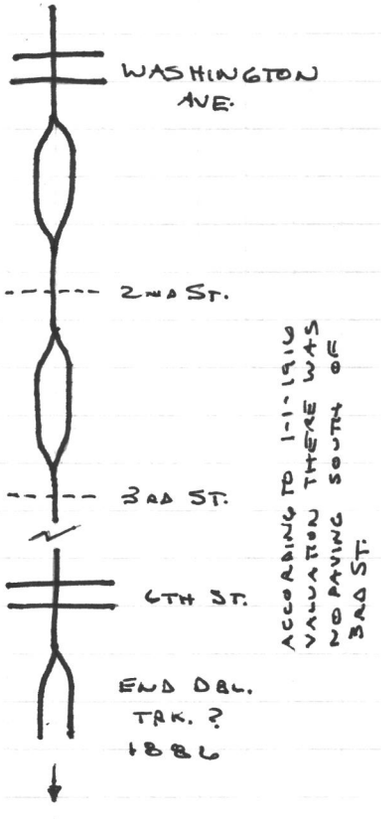
SEE PHOTO ON PAGE 12 ►



concert scene on many a summer evening. If they did, we can only imagine it. That is why these recently discovered photos are exciting.

In a much copied 1883 photo, an ML&M train from Minneapolis arrives at Excelsior docks, where passengers will transfer to the waiting steamer **"Etoile."** One of the two Baldwin Moguls (2-6-0) built in 1881 heads a train of open and closed passenger cars. **Twin City Lines'** docks station, the **Excelsior Amusement Park**, and **Stone Wings Restaurant** all have occupied this spot. **Minnesota Historical Society Collection.**

The motor line's motive power illustrates the branching of the evolutionary tree that began during the 1870's, when urban mass transit equipment diverged from conventional railroad rolling stock. The dimutive Moguls were considered too large and unsightly for city streets. The City Council confined their operation between the Lake Calhoun shops and Excelsior through what then was open country. Smaller 0-4-2 city engines or "motors," while still smokey and noisey, were acceptable disguised inside streetcar bodies to calm skittish draft animals. They handled trains between the shops and downtown.

On page 11 is the first known close-up photo of an ML&M Mogul, the **"Dr William B Hawkes,"** named for a director of the firm. **Hopkins Historical Society Collection.** On this page, seen through a maze of telephone lines from the **Minneapolis, Sault Ste. Marie & Atlantic Railway** offices, a motor line train makes its way along First (Marquette) Avenue. One of the enclosed city motors leads an open and a closed passenger trailer through a short passing track in this laser-scan reproduction. **Northstar Chapter, NRHS.** Both photos date from the middle 1880's. The motor line ticket and schedule are supplied by **Hudson Leighton.**

MOTOR LINE TIME CARD NO. 30 *In Effect Thursday, May 28, '85.*

LEAVE EXCELSIOR For Minneapolis.	*1 A M	3 A M	5 A M	9 A M	11 A M	15 A M	17 A M	19 A M	23 P M	25 P M	27 P M	29 P M	33 P M	35 P M	39 P M	41 P M	45 P M	47 P M	49 P M	51 P M	53 P M
Excelsior	....	....	....	7 25	....	....	....	10 40	....	....	....	....	....	....	....	4 35	....	....	....	....	....
Christmas Lake	....	....	....	7 29	....	....	....	10 44	....	....	....	....	....	....	....	4 39	....	....	....	....	....
Vine Hill	....	....	....	7 35	....	....	....	10 50	....	....	....	....	....	....	....	4 45	....	....	....	....	....
Purgatory	....	....	....	7 39	....	....	....	10 54	....	....	....	....	....	....	....	4 49	....	....	....	....	....
Junction City	....	....	....	7 54	....	....	....	11 09	....	....	....	....	....	....	....	5 04	....	....	....	....	....
Mendelssohn	....	....	....	7 58	....	....	....	11 13	....	....	....	....	....	....	....	5 08	....	....	....	....	....
Emma Abbott Park	....	....	....	8 02	....	....	....	11 17	....	....	....	....	....	....	....	5 12	....	....	....	....	....
Grimes	....	....	....	8 05	....	....	....	11 20	....	....	....	....	....	....	....	5 15	....	....	....	....	....
Lake Harriet	....	....	7 20	8 10	....	....	10 20	11 25	....	....	....	2 07	2 50	....	....	5 20	....	....	....	....	....
Lakewood Cemetery	....	....	7 23	8 13	....	....	10 23	11 28	....	....	....	2 10	2 53	....	....	5 23	....	....	....	....	....
Lake Calhoun	6 10	6 45	7 35	8 15	9 00	10 00	10 55	11 30	12 10	12 50	1 32	2 18	3 02	3 48	4 32	5 25	6 10	7 00	7 50	9 00	10 30
Lyndale Avenue	6 15	6 50	7 40	8 20	9 05	10 05	11 00	11 35	12 15	12 55	1 38	2 23	3 06	3 53	4 37	5 30	6 15	7 05	7 55	9 05	10 35
31st Street Junction	....	....	....	8 25	9 10	10 10	11 05	11 50	12 20	....	1 40	....	3 10	3 55	4 40	5 35	....	7 10	8 00	....	....
24th Street	6 22	7 00	7 50	8 30	9 15	10 13	11 10	11 45	12 25	1 02	1 48	2 30	3 16	4 02	4 47	5 40	6 28	7 15	8 05	9 15	10 45
13th Street	6 30	7 05	7 54	8 35	9 20	10 18	11 15	11 50	12 30	1 10	1 56	2 37	3 25	4 07	4 54	5 45	6 35	7 20	8 10	9 22	10 50
Minneapolis	6 40	7 15	8 05	8 45	9 30	10 28	11 25	12 00	12 40	1 20	2 05	2 48	3 35	4 18	5 05	5 55	6 45	7 30	8 20	9 32	11 00

Lv. Minnehaha Falls for Minneapolis.
8 05 A. M.
9 50 "
12 00 NOON.
2 50 P. M.
4 20 "
6 00 "

Passengers will please notify the conductor where they desire to get off.
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Tickets for sale at Hoffiin's Drug Stores.
*Daily except Sunday. ‡Sunday only. All other trains daily.
On Sunday a train will leave Minnehaha Falls at 8.45 p. m.
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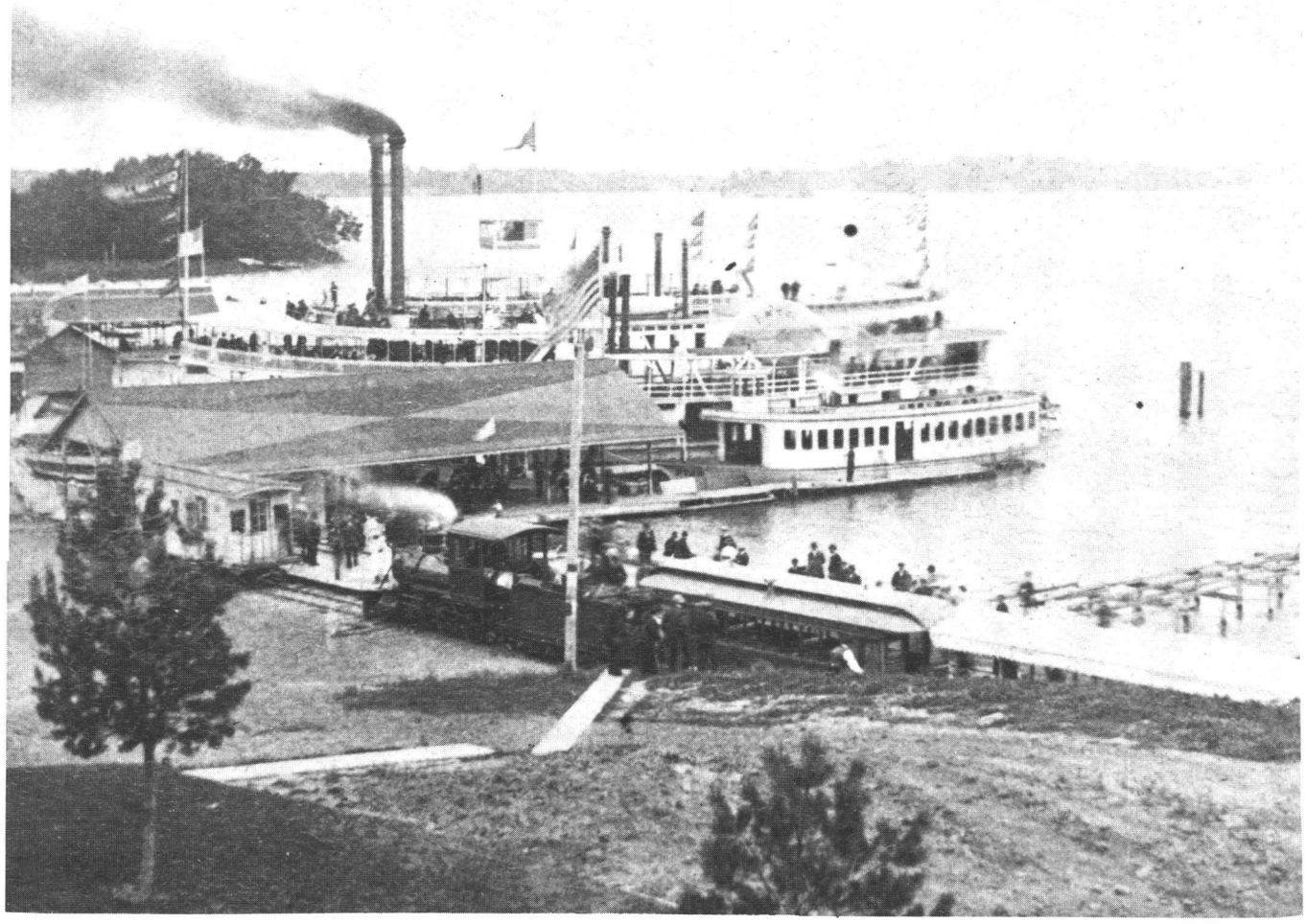
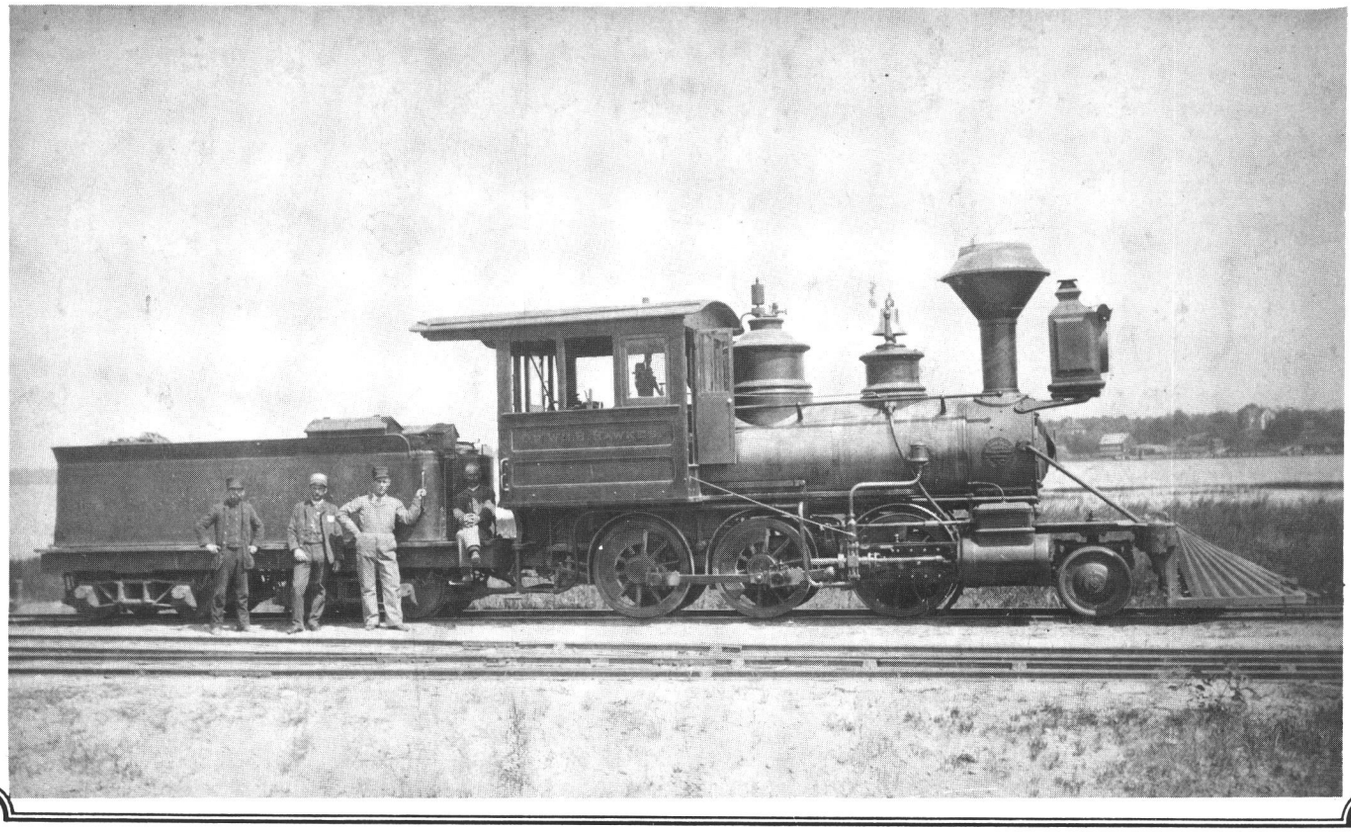
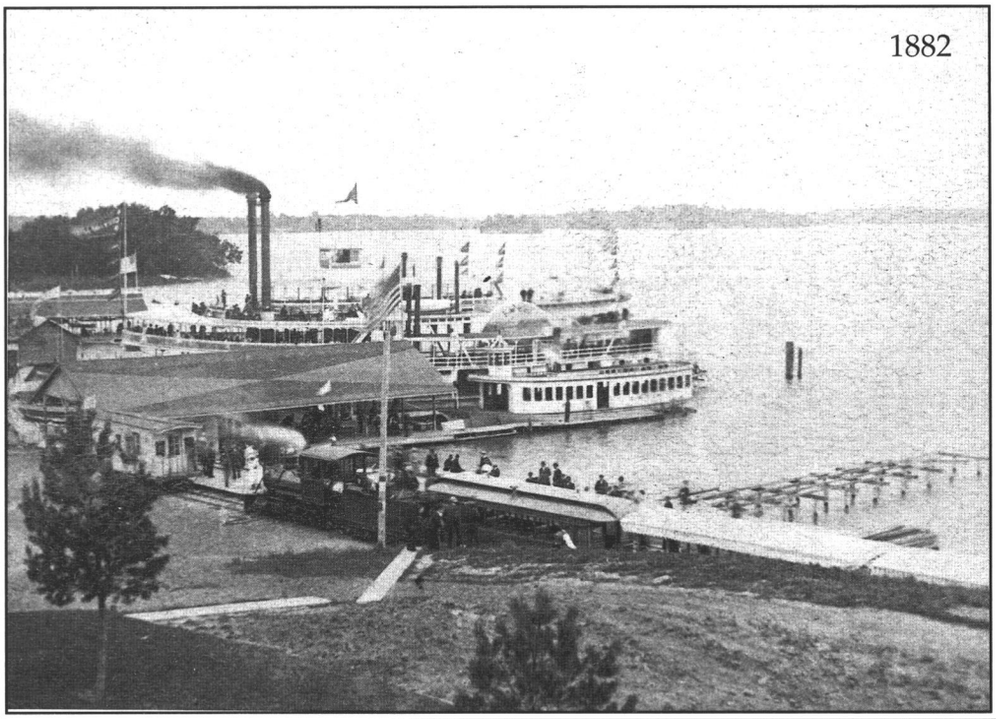




Excelsior, MN lake front ca 1883 with Minneapolis, Lyndale & Minnetonka "Despatch" car and steamboat "Clyde" (2nd from right)

"Clyde"

Belle of Minnetonka, left, docking at Excelsior.

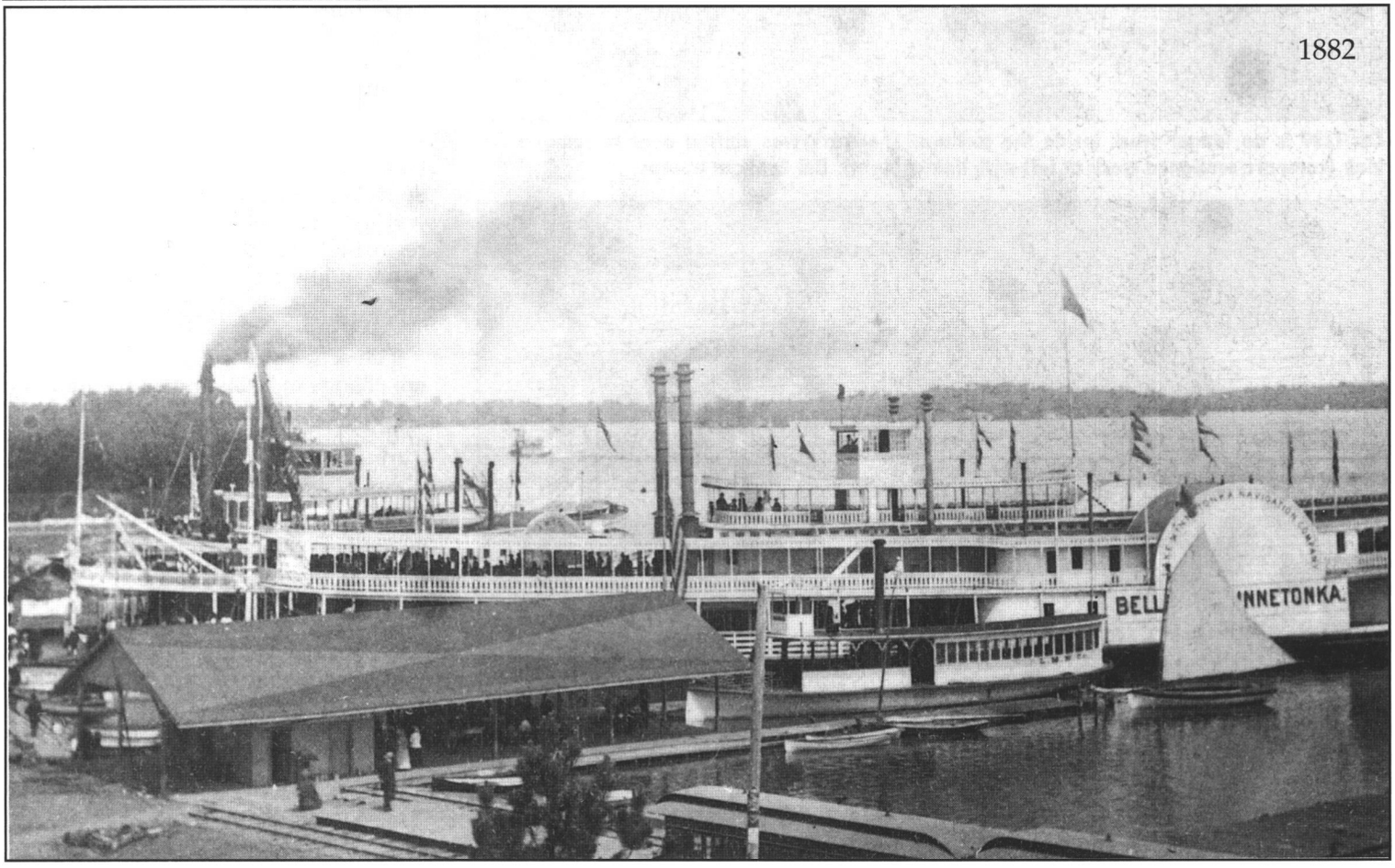


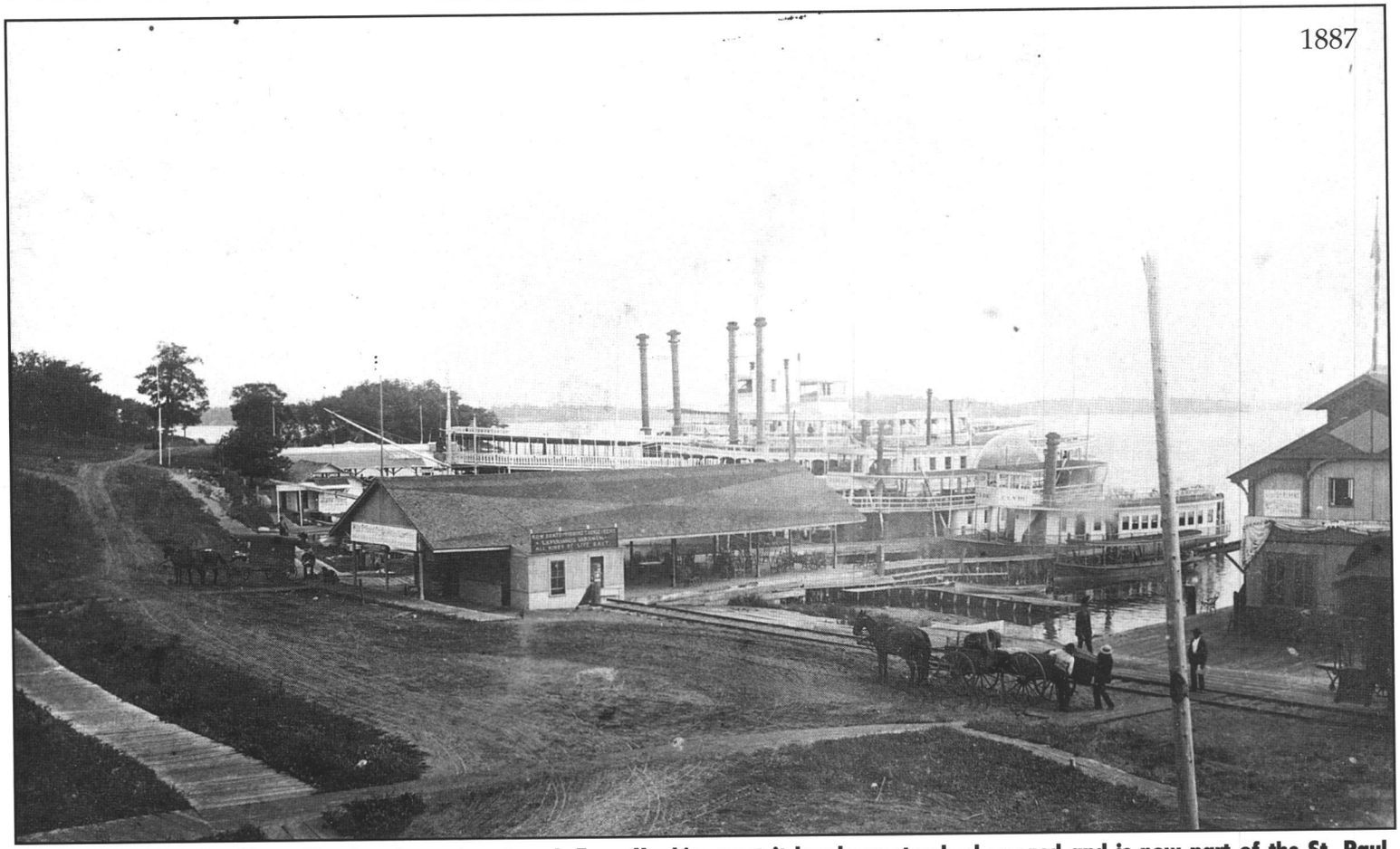
The first six photos share a common angle and show us the subtle changes in the docks starting in 1882 and ending about 1892. During that period Lake Minnetonka experienced several years of national popularity as a vacation spot. By 1890 the craze had passed.

Left: It's 1882 and the narrow gauge Minneapolis, Lyndale & Minnetonka (Motor Line) extension from Lake Harriet has just opened. The train of open and closed cars is pulled by one of two 2-6-0s that took over from steam motors at Lake Calhoun. At the dock from left to right are the City of St. Louis, the Katie May and the Mary. Note the dock under construction at right.

Below: Here you can see the Motor Line's double stub tracks. The City of St. Louis, Belle of Minnetonka and the Minneapolis are docked.

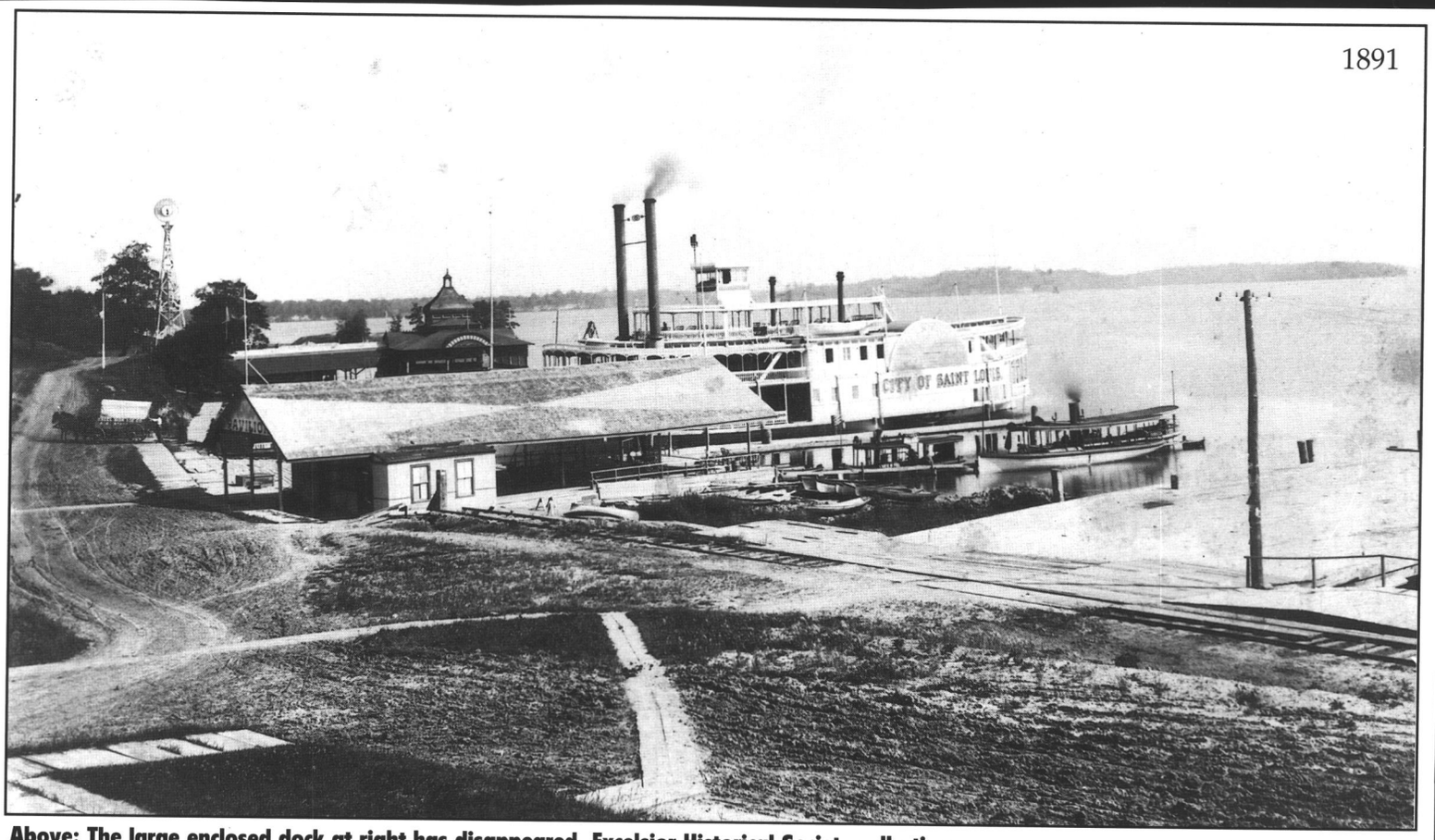
Both Minnesota Historical Society collection.



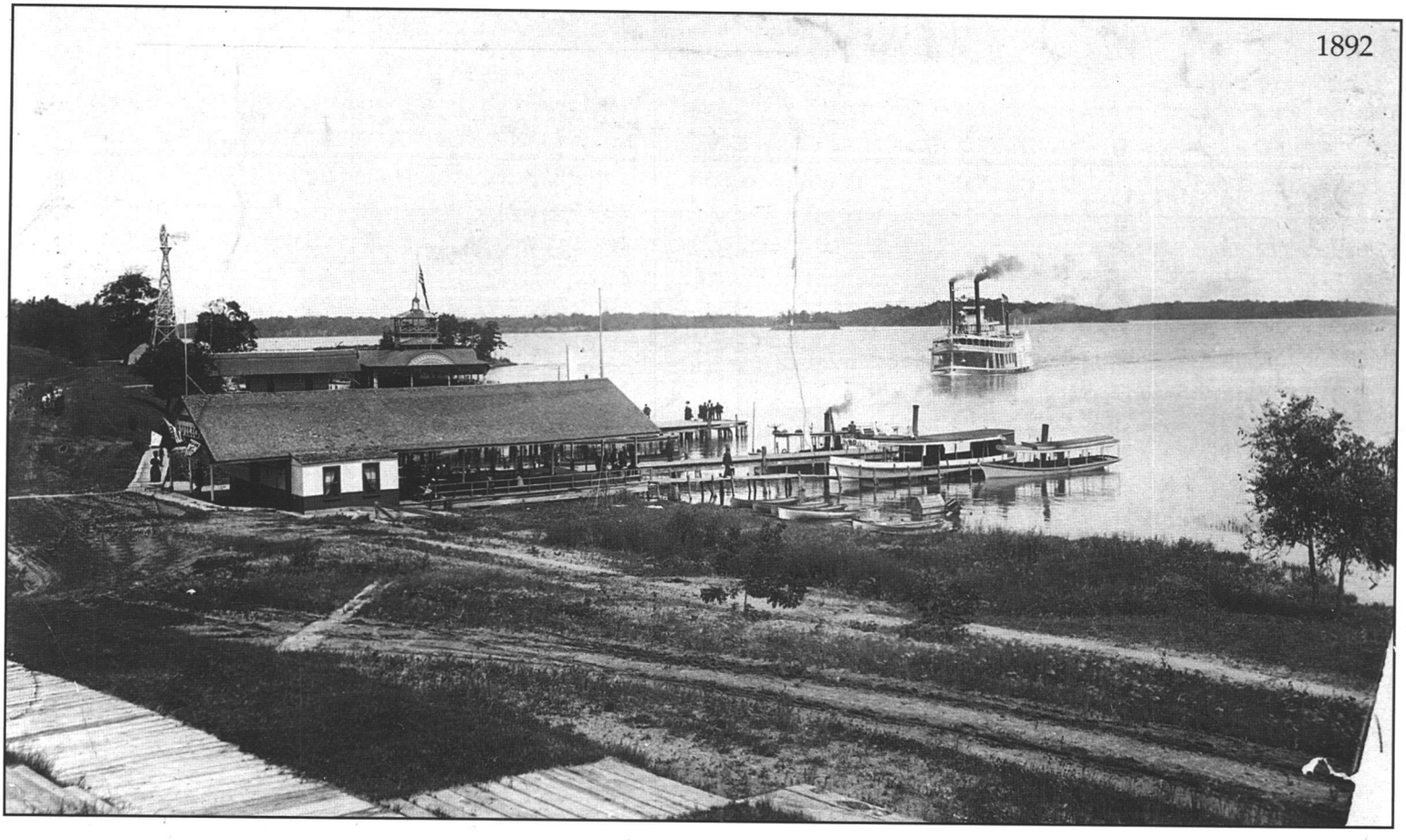


Above: It's 1887. The Motor Line has been abandoned. From Hopkins west it has been standard gauged and is now part of the St. Paul, Minneapolis & Manitoba, later to become the Great Northern. The original Hutchinson line followed the approximate path of today's Highway 7. As far as we know, trains to Minneapolis backed down a half-mile spur to the docks, then retraced their steps and continued to Minneapolis. Other changes—the enclosed portion of the covered dock at the end of track now projects out from under the roof by several feet. A large new covered dock is at far right. The Belle of Minnetonka, City of St. Louis and the Clyde are docked.

Below: The Blue Line Pavilion, an Excelsior landmark, has been built, just beyond the City of St. Louis. The covered dock is now labeled "Gates Pavilion". The tracks are getting weedy. Both Minnesota Historical Society collection.



Above: The large enclosed dock at right has disappeared. Excelsior Historical Society collection.
Below: The Belle of Minnetonka, approaching the dock, last ran in 1892, which dates this photo. The tracks have been pulled up, although the GN would continue to serve Excelsior until 1900, when the Hopkins-St. Bonifacious portion of the Hutchinson line would be replaced by an extension from Spring Park via Mound. The waterside walkways and the dock that used to be at right have also been removed. Minnesota Historical Society collection.



Contents of the

Back Pocket

INCORPORATION DOCUMENTS and SPECIAL LAWS

relating to the organization, structure and operation of the

"MOTOR LINE"

at Minneapolis, Minnesota 1878-1890

[Compiled from Minnesota Statutes and documents in the Minnesota Secretary of State office archives at the Minnesota Historical Society.]

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Incorporations, Book "D", pages 363-365:

Articles of Incorporation of the LYNDALE RAILWAY COMPANY

Article I

The name of this corporation shall be the

Lyndale Railway Company

and the general nature of the business of this Corporation shall be the surveying, locating, owning, constructing, maintaining and operating a railway and Telegraph line with all necessary ware houses, side tracks, shops and stations, and other convenient appurtenances to said railway from a point within the city limits of the City of Minneapolis to at or near Lake Calhoun in Hennepin County Minnesota.

The principal place of transacting the business of this corporation shall be the City of Minneapolis Minnesota.

Article 2

The time of commencement of this corporation shall be the first day of July 1878 and the period of its continuance shall be one hundred years.

Article 3

The capital stock of this Corporation shall be One Hundred thousand dollars and the same shall be divided into shares of Fifty dollars each, and shall be paid in, in sums not to exceed ten per cent in any one month, as may be called for by said board of directors.

Article 4

The highest amount of indebtedness or liability of this Corporation shall not exceed Fifty thousand dollars.

Article 5

The names and places of residence of the persons forming this association for the purpose of incorporation are:

William McCrory of Columbus Ohio
William B. Hawkes Columbus Ohio
Samuel E. Neiler of Minneapolis Minnesota
Robert S. Innes of Minneapolis Minnesota
Judson N. Cross of Minneapolis Minnesota

Article 6

The management and government of this corporation shall be vested in a board of directors who shall be elected by the stock holders from among their number, on the second Thursday of June of each year after 1878 and the officers shall be a President, Secretary and Treasurer, who shall be elected at the first meeting of the board of directors by said board after the annual Election.

The names of the first board of directors are William McCrory, Robert S. Innes, and Judson N. Cross and William McCrory shall be President, Robert S. Innes shall be Secretary and Samuel E. Neiler shall be Treasurer. The second Thursday of June 1879 or till their successors shall be duly chosen and qualified. Any vacancies which may occur in the offices or board of directors may be filled at any meeting called for that purpose and any vacancy which may occur in the board of directors may be filled by the remaining members until the next annual meeting of the said stockholders. In witness whereof we have herewith signed our names this 19th day of June 1878.

Wm McCrory
W. B. Hawkes
S. E. Neiler
Robert S. Innes
Judson N. Cross

In Presence of
Henry G. Hicks
Philip Vaba

State of Minnesota ss
County of Hennepin

Before me Henry G. Hicks a notary Public in and for said County, on this 19th day of June A.D. 1878, personally came William McCrory, William B. Hawkes, Samuel E. Neiler, Judson N. Cross and Robert S. Innes and they acknowledged that the executed the foregoing instrument freely and voluntarily for the purposes herein stated.

Henry G. Hicks
Notary Public,
Minnesota.

Filed in this office June 21, 1878 at 2 P.M.

J. S. Irgens
Secretary of State.

Minnesota Statutes, [General Session 1879]:

AN ACT, To authorize the Lyndale Railway Company to connect Lakes Calhoun and Harriet by canal, and run boats thereon.

Be it enacted by the Legislature of the State of Minnesota:

SECTION 1. The Lyndale Railway Company, its successors and assigns are hereby authorized and empowered to purchase or construct a steamboat, or boats, or boat, or boats propelled by other power, and to use, navigate and run the same in carrying passengers or freight for hire on Lake Calhoun and Lake Harriet and through the canal herein authorized to be constructed to connect the same, all being in Hennepin County, State of Minnesota, and to construct, use, own, or lease, and to control any and all wharves, docks, landing places, store-houses and passenger rooms necessary to the proper and convenient use and enjoyment of said rights and franchises, and to purchase, lease, own and hold any real or personal property, rights or franchises necessary or convenient to the proper holding, using and enjoying any of the rights, franchises and privileges herein granted and authorized.

SEC. 2. Said Lyndale Railway Company, its successors and assigns, are hereby authorized and empowered to construct a canal by the nearest practicable route to connect the waters of Lake Calhoun and Lake Harriet aforesaid, which canal shall commence near the outlet of Lake Calhoun and end near the inlet of Lake Harriet, and may be constructed wide enough and deep enough for steamboats, or boats propelled by other power than steam to pass through the same, and with all necessary locks and other necessary or convenient contrivances for the safe and convenient navigation and use of said canal, and may at any time widen, deepen, alter or change the course of said canal, and may forever use, navigate, own and control said canal, its inlet and outlet, and all rights, franchises, interests and appurtenances in any way thereto belonging, and rights, privileges and franchises in this act granted and authorized necessary or convenient for the proper construction, alteration, use and enjoyment of said canal, its rights, franchises, interests, and appurtenances, provided, however, that said Lyndale Railway Company shall construct, maintain and operate at its own expense all necessary swing, draw or other bridges across said canal wherever the same may cross, go through or under any public highway.

SEC 3. For the purpose of rendering said Lake Harriet safer and more convenient in the said navigation thereof, said Lyndale Railway Company, its successors and assigns are hereby authorized and empowered to construct and maintain across the outlet of said Lake Harriet a dam of sufficient length, height and breadth to raise the water of said lake not to exceed one foot higher than the ordinary high water mark therein, provided, the consent of all the owners of the land adjoining said lake be first obtained in writing, to the construction thereof.

SEC. 4. This act shall take effect and be in force from and after its passage.

Approved March 8th, A.D. 1879.

MINNEAPOLIS, LYNDALE & LAKE CALHOUN

[This name was lettered on the railway cars, and a February 18, 1881, RAILROAD GAZETTE article speaks of the consolidation of this "company" with the Lyndale Railway and Minneapolis and Lake Park Railway, to form the Minneapolis, Lyndale & Minnetonka Railway. However, there is no record that this was ever an incorporated company in Minnesota.]

Incorporations, Book "E", pages 181-183:

Articles of Incorporation
of the
"MINNEAPOLIS AND LAKE PARK" RAILWAY COMPANY

For the purpose of organizing a corporation under the laws of the State of Minnesota, we the undersigned hereby associate ourselves together and adopt the following Articles of Incorporation.

Article 1

The name of the corporation shall be "The Minneapolis and Lake Park Railway Company" and the general nature of the business of this corporation shall be the surveying, locating, constructing and owning or leasing and maintaining and operating a railway and telegraph line with all the necessary warehouses, side tracks, turntables, shops and stations and all the convenient appurtenances to said railway, from a point within or near the city limits of Minneapolis to Minnetonka Lake Park in the County of Hennepin and State of Minnesota, and to at or near any point or points at or near Lake Minnetonka or to at or near any other places of resort in said State with such extensions and branches as may be necessary and convenient for the uses for which this road is constructed and the principal place of transacting its business shall be the city of Minneapolis, Minnesota.

Article II

The time of commencement of this corporation shall be the twenty first day of February A.D. 1880 and the period of its continuance shall be one hundred years.

Article III

The capital stock of this corporation shall be three hundred thousand dollars, and the same shall be divided into three thousand shares of one hundred dollars each which shall be paid in such installments as the Board of Directors shall from time to time determine.

Article IV

The highest amount of indebtedness or liability of this corporation shall not at any time exceed three hundred thousand dollars.

Article V

The names and places of residence of the persons forming this association for the purpose of incorporation are John Creagh Hill of Cincinnati Ohio, Albert L. Scott of Columbus, Ohio, Judson N. Cross of

Minneapolis, Minn., Samuel E. Neiler of Minneapolis, Minn., William McCrory of Minneapolis, Minn.

Article VI

The management and government of this corporation shall be vested in a Board of five Directors, who shall be elected by the Stockholders on the second Thursday of July of each year and the officers shall be a President, Vice President, Secretary and Treasurer, who shall be elected at the first meeting of the Board of Directors by said Board after the annual election.

The names of the first Board of Directors are; John Creagh Hill, Albert L. Scott, Judson N. Cross, Samuel E. Neiler and William McCrory and Wm. McCrory shall be President, and Judson N. Cross shall be Vice President and Albert L. Scott shall be Secretary and Samuel E. Neiler shall be Treasurer till the second Thursday of July A.D. 1880 or till their successors shall be duly chosen and qualified; any vacancies which may occur in the offices or Board of Directors may be filled at any meeting called for that purpose and any vacancy which may occur in the Board of Directors may be filled by the remaining number thereof, until the next annual meeting of the said stockholders.

In witness whereof we have hereunto set our hands and seals this 20th day of February A.D. 1880.

Jno. Creagh Hill
Albert L. Scott
Judson N. Cross
S. E. Neiler
Wm. McCrory

Signed and sealed in presence of
J. N. Rassdahl
C. J. Bartleson

State of Minnesota ss
Hennepin Co

On this 21st day of February 1880, before me the undersigned personally came John C. Hill, Albert L. Scott, Judson N. Cross, S.E. Neiler and William McCrory, and severally acknowledged the execution of the foregoing articles of incorporation to be their voluntary act and deed.

Chas. J. Bartleson
Notary Public
Hennepin Co., Minn.

Seal

Filed February 24th 1880 at 11 o'clock A.M.

Fred Baumbach,
Secretary of State.

Incorporations, Book "E", pages 603-606:

Articles of Incorporation
of the
MINNEAPOLIS, LYNDALE AND MINNETONKA RAILWAY COMPANY

Know all men by these presents:

That whereas in the opinion of the directors of the Lyndale Railway Company a corporation heretofore created and incorporated under the provisions of the general laws of the State of Minnesota by the adoption, filing, publication and recording of Articles of Incorporation by the corporators thereof, said Lyndale Railway Company requires an increased amount of capital stock and other modifications of this articles of association, and whereas at a duly called meeting of the stockholders of said corporation held at the principal office of said Corporation in the City of Minneapolis in said state on the 8th day of February AD 1881 at which meeting each and all of the holders of said stock were present in person or by proxy and voted said holders of said stock unanimously resolved to authorize the directors of said Corporation to adopt and file in the office of the Secretary of State of said State new articles altering modifying and changing the original articles numbered 1, 3, 4 and 6 of the articles of incorporation of said Corporation as below adopted: and

Whereas at a regular meeting of the directors of said corporation duly called and duly held after said meeting of said stockholders at the same place and on the same day. Said directors did by a resolution duly and unanimously passed adopt the following new articles numbered 1, 3, 4 and 6 in lieu of and altering, modifying, and changing original articles numbered 1, 3, 4 and 6 of said articles of incorporation as follows to wit;

Article 1

The name of this corporation shall be the Minneapolis, Lyndale, and Minnetonka Railway Company, and the general nature of its business is to survey, locate, construct, own, lease, purchase, maintain and operate a railway, telegraph and telephone line or lines with all necessary or convenient ware houses, side tracks, shops, stations, wharves, landings, and other convenient appurtenances to said railway telegraph and telephone lines from a point within or a point near by without the City limits of the City of Minneapolis in the State of Minnesota to at or near Lake Minnetonka in said State, via Lyndale, Lake Calhoun and Lake Harriet in Hennepin County in said state, with a branch of said line to the Falls of Minnehaha and Fort Snelling in said County. The principal place of transacting the business of this Corporation shall be the City of Minneapolis Minnesota.

Article 3.

The capital stock of this corporation shall be increased to one million dollars, and the same shall be divided into ten thousand shares of one hundred dollars each and shall be paid in in such sums and at such times as may be called for by the Board of Directors, not to exceed ten per cent thereof in any one month.

Article 4.

The highest amount of indebtedness or liability to which this corporation shall be subject at any time shall be seven hundred and fifty thousand dollars.

Article 6.

After the next annual meeting of the stockholders the management and government of the affairs of this corporation shall be vested in a Board of five Directors who shall be elected by the stockholders of this corporation at their annual meeting which shall be held at the principal office of said corporation in said City of Minneapolis on the first Tuesday in August of each year and the officers of this corporation shall be a President, vice President, Secretary and Treasurer, who shall be elected annually by the Board of Directors at their first regular meeting after this election, but the present directors and officers shall be and remain the directors and officers of said corporation until such new Election of directors at the annual meeting of said stockholders in A.D. 1881, and the Election of officers by the new Board of directors then elected. All such directors and officers shall hold their respective offices until their successors shall be duly elected or appointed and duly qualified. Any vacancies which may occur in the Board of Directors or officers, may be filled by the Board of Directors or the remaining directors, at any meeting called for that purpose which such appointed directors or officers shall hold their offices until the next annual election therefor. And whereas said corporation has resolved by said action of its stockholders and Board of Directors to so alter, modify and change its said articles 1. 3. 4 and 6 of its said original articles of incorporation- Now therefore this is to certify to whom it may concern that said original articles 1, 3, 4 and 6 of the original articles of incorporation of this corporation have been altered, modified and changed in such a manner that the new articles 1, 3, 4 and 6 above set forth have been adopted in lieu of said original articles 1, 3, 4 and 6 above referred to, and ordered filed in the Office of the Secretary of State of the State of Minnesota by said directors on the authority so given them by said stockholders, and on said resolution of said corporation so expressed.

In witness whereof the President Secretary, and a majority of said directors who are also a majority of said Stockholders and holding a majority of the shares of stock in said capital stock, have hereunto set their names and seals, and said President and Secretary have caused the seal of said Corporation to be affixed hereto, all on this Eight (8) day of February A.D. 1881.

In presence of
E. K. Fairchild
John S. Heaton

Wm McCrory
as such President
Albert L. Scott
as such Secretary

Wm McCrory
Judson N. Cross
as such Directors

State of Minnesota ss
Hennepin County

On this 8 day of February A.D. 1881 personally came before me the undersigned Notary Public, William McCrory, Albert L. Scott and Judson N. Cross personally known to me to be the identical persons who signed and executed the forgoing instrument of amended articles of incorporation of the Lyndale Railway Company and each for himself acknowledged the same to be his voluntary act and deed in the respective capacity in which he signed and executed the same and the free and voluntary act and deed of said corporation by them as such officers and Directors. Witness my hand and notarial seal by me affixed the Date above written.

Edwin K. Fairchild

Filed February 9th A.D. 1881 at 9 o'c AM

Fred Von Baumbach
Secretary of State

Incorporations, Book "F", pages 75-78:

Articles of Incorporation
of the
LYNDALE CONSTRUCTION COMPANY

For the purposes of organizing a corporation under the laws of the States of Minnesota, we, the undersigned hereby associate ourselves together, and adopt the following Articles of Incorporation:

Article I

The name of this corporation shall be the Lyndale Construction Company; and the general nature of its business shall be the contracting to grade, bridge, tie, iron or equip railways, or to do any thing in and about the building, constructing, or equipping of railroads, and their appurtenances, or telegraphs, telephones, steamboats, docks, locks, canals, landing places, or any thing or appurtenance connected therewith; the building of buildings, structures or roads of any kind; the building, buying, owning, leasing, and operating steamboats, sailboats or rowboats, landing places, docks and other necessary or convenient appendages or appurtenances thereto; the buying, selling and dealing in all kinds of railroad, steamboat or other boat, telegraph line, telephone line and building materials and the materials used in building constructing or operating any thereof or their appurtenances or necessary or convenient appendages; the manufacturing any or all of any of the materials above named; the buying, owning, leasing and selling any real or personal property necessary or convenient in making any contract or doing any of the things enumerated including the buying, selling and dealing in any and all kinds of stocks, bonds, certificates, notes, mortgages, obligations and securities of railroad, telegraph, telephone, road, steamboat or other boat, canal, dock, or landing company, or any manufacturing, lumbering, mining company or individual notes, mortgages. bonds or obligations of any kind; also the taking by purchase, gift or otherwise of any right of way, preliminary to building, constructing and operating a railway or canal, the taking by purchase, or gift as a bonus for working up and causing a railway or canal or

either to be built or equipped or operated, any and all real and personal property including town, sites, municipal or private bonds, notes, stocks and securities of any and every kind; and the principal place of transacting its business shall be the City of Minneapolis, State of Minnesota.

Article II

The time of the commencement of this corporation shall be the 5 day of April A.D. 1881, and the period of its continuance shall be fifty (50) years.

Article III

The capital stock of this corporation shall be two hundred thousand dollars, and the same shall be divided into four (4) thousand shares of fifty (50) dollars each, which shall be paid in, in such installments and at such times as the Board of Directors shall determine.

Article IV

The highest amount of indebtedness or liability of this corporation shall not at any time exceed two hundred thousand dollars.

Article V

The names and places of residence of the persons forming this corporation or association for the purpose of incorporation are:

William McCrory, of Minneapolis, Minnesota
Samuel E. Neiler of Minneapolis, Minnesota
Joseph Dean of Minneapolis, Minnesota
A. B. Nettletonof Minneapolis, Minnesota
Judson N. Crossof Minneapolis, Minnesota

Article VI

The management and government of this corporation shall be vested in a Board of three Directors, who shall be elected by the stockholders on the first Tuesday of August in each year after the year A.D. 1881, and the officers shall be a President, Vice President, Secretary and Treasurer, who shall be elected at the first meeting of the Board of Directors by said Board after the annual election commencing after the annual election of A.D. 1882.

The names of the first Board of Directors are William McCrory, Samuel E. Neiler and Judson N. Cross, and William McCrory shall be President, Judson N. Cross shall be Vice President and Albert L. Scott shall be Secretary and Treasurer, until the first Tuesday of August A.D. 1882, and until their respective successors shall be duly elected and qualified. Any vacancy which may occur in the Board of Directors or in any office may be filled by the Board of Directors or the remaining directors at any meeting called for that purpose, which such appointed director of officer shall hold his office until the next annual election thereof.

Said Board of Directors or an Executive Committee thereof may hold meetings thereof at any place in the United States and this corporation may operate and do business anywhere in the United States or Canada, where it may legally do so by the local laws.

In witness whereof we have hereunto set our hands and seals this 26th day of March, A.D. 1881.

Wm. McCrory
S. E. Neiler
Joseph Dean
A. B. Nettleton
Judson N. Cross

In presence of
Albert L. Scott
F. W. Dean
F. A. Chamberlain

State of Minnesota
Hennepin County

Be it remembered that on this 26th day of March, A.D. 1881, before me the undersigned Notary Public in and for said State, personally came before me William McCrory, Samuel E. Neiler, Joseph Dean, A. B. Nettleton and Judson N. Cross to me personally known to be the identical persons who signed and executed the foregoing articles of incorporation and each acknowledged the same to be his free act and deed.

Witness my hand and Notarial seal by me affixed.

F. A. Chamberlain
Notary Public

Filed March 28 A.D. 1881. at 9.40 A.M.

Fred von Baumbach
Secretary of State

MINNETONKA & HUTCHINSON RAILWAY

[This railway is mentioned in a May, 1881, Prospectus of the Minneapolis, Lyndale & Minnetonka Railway as intersecting the proposed ML&M line to Excelsior and Lake Park at Excelsior. The prospectus suggests the M&H would feed freight traffic to the ML&M, which would "keep the line loaded for eight months in the year, and during the other four months the Minnetonka pleasure-seekers and excursionists will give the road all it can do." This railway was not built, at least under this name or at this time, and there are no records to show it as incorporated in Minnesota, nor is it known who the principals of this company were.

Incorporations, Book "F", pages 15-17:

Articles of Incorporation
of the
MINNEAPOLIS, HUTCHINSON AND SOUTHWESTERN RAILWAY COMPANY

Incorporated March 8, 1881.

[Given in Railroad & Warehouse Commission reports as "MINNEAPOLIS, HUTCHINSON & SOUTHERN RY. CO."]

[Company incorporated by S. G. Anderson, W. J. Ives, James C. Edson, John C. Riehle, W. T. Bouniwell, Chas. A. Pillsbury and Chas. S. Hulbert to build and operate "a railway running from Lake Minnetonka, Hennepin County,

State of Minnesota, west to the Village of Hutchinson in McLeod County, Minnesota, thence to the western boundary of the state." This company did not build.]

[While apparently never a part of the Minneapolis, Lyndale & Minnetonka, some of the corporators of this company did become officers of the ML&M in 1885, and did build a standard gauge railway to Hutchinson as an extension of the ML&M.]

Incorporations, Book "K", pages 67-70:

Articles of Incorporation
of the
MINNEAPOLIS, MINNEHAHA AND FORT SNELLING RAILWAY COMPANY

For the purpose of organizing a corporation under and by virtue of the provisions of title 34 of the General Statutes of the State of Minnesota and the laws amendatory thereof, we the undersigned, hereby associate ourselves to become incorporated for the purpose of building, improving and operating railways, telegraphs and telephones, as more fully set forth in the following articles of incorporation, which we hereby adopt and sign.

Article 1

The name of this corporation shall be the Minneapolis, Minnehaha and Fort Snelling Railway Company and the general nature of its business shall be the building, improving and operating a railway line or lines, together with a telegraph and telephone line or lines with all necessary or convenient stations, side tracks, shops and warehouses and other appurtenances from some point within the city limits of the City of Minneapolis to, at or near Fort Snelling in Hennepin County, State of Minnesota, and the principal place of transacting the same shall be in the City of Minneapolis in said Hennepin County.

Article II

The time of commencement of this Corporation shall be the 8th day of July AD 1884, and the period of its continuance shall be two hundred years.

Article III

The amount of capital stock of this Corporation shall be five hundred thousand dollars, to be paid into the treasurer of this company in installments of not to exceed fifty(50) per centum of the par value of each share at any one time, as called for by the Board of Directors, no two installments shall be called in any one period of thirty days.

Article IV

The highest amount of indebtedness or liability to which the Corporation shall at any one time be subject shall not exceed five hundred thousand dollars.

Article V

The names and places of residence of the persons forming this association for incorporation are William McCrory, Judson N. Cross, Samuel E. Neiler, Frank H. Carleton and Thomas J. Janney all of the City of Minneapolis, State of Minnesota, which city is the place of their residence.

Article VI

The government of this corporation and the management of its affairs shall be vested in a board of five directors, who shall be elected by ballot by the stockholders, at their annual meeting which shall be held on the first Tuesday of August each year at the principal office of said company in the City of Minneapolis, aforesaid, at which meeting and all meetings of stockholders each share of the capital stock shall entitle the holder to one vote in person or by written proxy, and in case said directors are not elected at the time above named, they may be elected at any meeting of the stockholders called for that purpose. The names of the first board of directors are William McCrory, Judson N. Cross, Rocliff Brinkerhoff, Thomas Janney and Samuel E. Neiler.

Article VII

The officers of this incorporation shall be elected by the board of directors, at their first or an adjournment meeting each year after the annual meeting of the stockholders, and shall be a president, vice president, secretary and treasurer, who shall each hold his office for one year and until his successor is elected and enters upon his duties, and said offices shall be filled until the successors are elected after the annual meeting of the stockholders in AD 1884 and enter upon their duties by the following named persons, to wit: President, William McCrory, vice president Rocliff Brinkerhoff, secretary Thomas J. Janney, Treasurer Samuel E. Neiler.

Said board of directors may appoint such other agents to hold their offices during the pleasure of said board as it may deem best, and said board of directors may fill any vacancy occurring in its own numbers until the next annual meeting of the stockholders.

Article VIII

The number of shares of capital stock of this Company or corporation shall be five thousand and the amount of each share shall be one hundred dollars.

In witness whereof we have hereunto set our hands and seals this 30th day of June AD 1884.

William McCrory
Judson N. Cross
S. E. Neiler
Frank H. Carleton
T. J. Janney

In presence of
H. J. Neiler
C. H. Smith
O. C. Schultz

State of Minnesota ss
County of Hennepin

Be it known that on the 30th day of June AD 1884, before me the undersigned Notary Public, personally came William McCrory, Judson N. Cross, Samuel E. Neiler, Frank H. Carleton and Thomas N. Janney all and each of whom are personally known to me to be the identical persons who have signed the foregoing Articles of Incorporation, and they each acknowledged the same to be their free act and deed.

Witness my hand and official seal.

H. J. Neiler
Notary Public, Hennepin Co. Minn.

Office of Register of Deeds-County of Hennepin-State of Minnesota.

I hereby certify that the within instrument was filed for record in this office on the 30 day of June A.D. 1884 at 3.00 o'clock p.m., and was duly recorded in Book 20 of Misc. pages 450, 451 & 452.

Geo. Huhn
Register of Deeds
by W. A. Plummer
Deputy

Filed June 30 AD 1884 at 4:15 p.m.

Fred von Baumbach
Sec'y of State

Incorporations, Book "Y-4", page 463:

28380

State of Minnesota
County of Hennepin

District Court
Fourth Judicial District

In the matter of the dissolution of The Minneapolis, Lyndale & Minnetonka Railway Company, a Minnesota corporation. Judgement and decree April 26, 1929.

The above entitled matter came regularly on for hearing before the above named court, at Chambers, on the 26th day of April, A.D. 1929; and the Court being fully adviced in the premises, did, on the 26th day of April, A.D. 1929, duly make and file its order granting the prayer of the petitioner herein.

Now pursuant to said order and on motion of Messrs. Junell, Dorse, Oakley & Driscoll, attorney's for petitioner, it is hereby adjudged and decreed:

That the Minneapolis, Lyndale & Minnetonka Railway Company, a Minnesota corporation, be and the same hereby is dissolved and the Charter and corporate existence thereof are hereby dissolved and terminated.

By the Court: Geo. H. Hemperley, Clerk of District Court
by W. A. Carlson, Deputy.

State of Minnesota
County of Hennepin

District Court
Fourth Judicial District

I, Geo. H. Hemperley Clerk of the above named Court, do hereby certify that I have compared the paper writing to which this certificate is attached with the original Judgement and Decree in the action therein entitled as the same appears of record and on file in the said Clerk's office, at the Court House in said Hennepin County, Minnesota, and find the same to be a true and correct copy thereof, and of the whole thereof.

In Testimony Whereof, I have hereunto set my hand and affixed the sea of said District Court, at the City of Minneapolis, in said county, this 26th day of April, A.D. 1929.

Geo. H. Hemperley, Clerk of District Court.
By W W Carlson, Deputy

Seal of District Court

Filed for record in this office on the 1st day of May A.D. 1929 at 11 o'clock A.M.

Mike Holm, Secretary of State.

Transcribed by Garrie L. Tufford
51 Neptune Street
Mahtomedi MN 55115

STATE OF MINNESOTA, } ss.
COUNTY OF HENNEPIN. }

John S. Pillsbury, President of the Minneapolis Eastern Railway Company, being duly sworn, deposes and says that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said Company, on the first day of July, A. D., 1882, to the best of his knowledge and belief.

[Signed],

J. S. PILLSBURY.

SEAL OF R. R.

Subscribed and sworn to before me at Minneapolis, this thirteenth day of November, A. D., 1882.

L. P. HUBBARD,
Notary Public.

SEAL.

STATE OF MINNESOTA, } ss.
COUNTY OF RAMSEY. }

H. A. Gray, Auditor of the Minneapolis Eastern Railway Company, being duly sworn, deposeth and says, that he has caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declares them to be a true, full and correct statement of the condition and affairs of said Company, on the first day of July, A. D. 1882, to the best of his knowledge and belief.

[Signed],

H. A. GRAY.

SEAL OF R. R.

Subscribed and sworn to before me at St. Paul this thirteenth day of November, A. D. 1882.

GEO. A. HAMILTON,
Notary Public, Ramsey County.

SEAL.

1882

With the Compliments of
Garrie L. Tufford

REPORT

OF THE

Minneapolis, Lyndale & Minnetonka Railway Company.

For the Year Ending Oct. 31st, 1882.

OFFICERS AND OFFICES OF THE COMPANIES OPERATING.

NAMES.	ADDRESSES.
Wm. McCrory.....President	.....Minneapolis, Minn
Wm. B. Hawkes.....Vice-President	.....Columbus, Ohio
A. L. Scott.....Secretary	.....Minneapolis, Minn
J. N. Cross.....Solicitor	.....Minneapolis, Minn
S. E. Neiler.....Treasurer	.....Minneapolis, Minn
Geo. W. Cooley.....Chief Engineer	.....Minneapolis, Minn
R. S. Innes.....General Ticket Agent	.....Minneapolis, Minn
A. L. Scott.....Auditor	.....Minneapolis, Minn
General Offices of the Company	.....Minneapolis, Minn

NAMES OF DIRECTORS.	RESIDENCE.
Wm. McCrory	.....Minneapolis, Minn
Wm. B. Hawkes	.....Columbus, Ohio
R. S. Innes	.....Minneapolis, Minn
J. N. Cross	.....Minneapolis, Minn
A. L. Scott	.....Minneapolis, Minn

Date of annual election of Directors, first Tuesday in August.

Name and address of person to whom correspondence, concerning this report, should be directed, A. L. SCOTT, Minneapolis, Minn.

1882

CAPITAL STOCK, DEBTS, ETC.

Capital Stock authorized	$1,000,000 00

COMMON STOCK ISSUED.

Stock subscribed by individuals and other corporations in cash	$310,000 00
Stock issued for account of construction	
Stock issued for bonds of company canceled	
Stock issued for dividends payable in stock	
Stock issued for payment of floating debt	
Stock issued for interest on bonded debt	
Stock issued for construction account on extension lines	
Stock issued to represent purchased lines	

A list of the stockholders at the last election of directors, showing the name, residence and amount of stock owned by each must be filed herewith. Wm. McCrory, $206,666⅔. Lyndale Construction Co., $103,333⅓.

DEBTS, ETC.

BONDED DEBT.

First mortgage bonds, due 1911, rate of interest 6 per cent	$220,000 00
Total bonded debt	$220,000 00

FLOATING DEBT.

Amount of debt not secured by mortgage	$ 76,682 76
Total amount of paid up stock and debt	296,682 76
Amount of stock and debt per mile of road	14,834 13

COST AND VALUE OF ROAD AND EQUIPMENT.

Cost of right of way, entire line	$ 13,158 53
Cost of construction, entire line	537,282 61
Cost of present equipment [applying to 20 miles of road]	58,247 89
Cost of all fixtures and conveniencies for business of the road	23,681 75
Total cost of construction and equipment	$632,370 78
Average cost of road and equipment per mile [20 miles]	31,618 53
Is your construction account closed? No	

CHARACTERISTICS OF ROAD.

LENGTH OF ROAD, ETC.

Length of main line of road from Minneapolis to Excelsior, 20 miles.
Aggregate length of sidings and track not above, 1¼ miles.
Number of miles iron rail, 20.
Number of miles steel rail, 20. We have only laid our curves with steel.
Gauge of road, (3) three feet.

BRIDGES AND TRESTLES.

Pile bridges, 4; aggregate length, 1600 feet.

FENCING.

Number of miles of fencing on the road and kind, wire; miles, five (5).
The total cost of same, $990.
Average cost per rod, 60 cents.

RAILROAD CROSSINGS AT GRADE.

What railroads cross your road at grade in this State, and at what locality? C. M. & St. P., H. & D. division. Minneapolis & St. Louis.

CHARACTERISTICS OF ROAD—CONTINUED.

EQUIPMENT.

Number of locomotives of more than 20 tons weight, exclusive of tender	1
Number of motors of more than 10 tons weight, exclusive of tender	4
Number of first-class passenger cars	13
Number of express and baggage cars	1
Number of box, freight and stock cars	1
Number of flat and coal cars	10
Number of hand and other cars	2
Number of other cars	10
The above equipment applies to 20 miles of road.	
Total cost of above equipment	$58,247 89
Average cost of equipment per mile of road operated	2,912 39

DOINGS OF THE YEAR IN TRANSPORTATION.

SPEED OF TRAINS.

The highest rate of speed allowed for express passenger trains, 20 miles per hour.

CHARACTER OF SERVICE.	Number of Persons employed
Division and assistant superintendents and roadmasters	None.
Clerks in all offices	2
Master and assistant mechanics	1
Conductors	4
Engineers	4
Section men	15
Other employes	5

PASSENGERS.

Number of passengers carried during the year ending 31st of October, 1882	283,023

FUEL CONSUMED.

Cords of wood consumed	258
Tons of coal consumed [anthracite]	491¼

EARNINGS DURING THE YEAR ENDING OCTOBER 31ST, 1882.

YEARLY EARNINGS FROM ALL SOURCES RESPCTIVELY.

Freight	$ 1,872 80
Passengers	32,154 71
Steamboats	824 25
Express	305 00
Miscellaneous	329 92
Total	$35,506 77
Total tariff earnings for the year ending 31st of October, 1882	$35,176 85
Total earnings from other sources for the year ending 31st of October, 1882	329 92
Total earnings for year—entire line	$35,506 77
Average gross earnings per mile [20 miles] of track, exclusive of sidings	$1,775 33
Average net earnings per mile [20 miles] of track, exclusive of sidings	938 12

EXPENSES DURING THE YEAR ENDING OCTOBER 31ST, 1882.

OPERATING EXPENSES—ENTIRE LINE.

Maintenance of way		$ 718 23
Maintenance of rolling stock—		
Locomotives	$1,784 70	
Passenger, baggage, mail and express cars	171 97	
Freight cars	199 66	2,156 33
Conducting transportation		6,835 28
General expenses		7,004 58
Total operating expenses entire line, being 47 per cent. of earnings		$16,711 22
Average operating expenses per mile [20 miles] of track, exclusive of sidings		795 21
Excess of earnings over operating expenses		18,795 55

EXPENSES—CONTINUED.

PAYMENTS IN ADDITION TO OPERATING EXPENSES—ENTIRE LINE.

Construction account for the year	$28,005 51
Additional equipment during the year	28,190 89
For interest on bonds	13,233 00
Total payments in addition to operating expenses	$69,429 40

What regulations govern your employes in regard to crossings of other railroads and are they found to be sufficient? We give two long blasts of the whistle and stop for a clear crossing. For a blind crossing we give two long blasts of the whistle and send a flagman ahead to see the way is clear.

What regulations govern your employes in regard to crossings of public highways, and are these regulations found to be sufficient? We give two long and two short blasts of the whistle when within 80 rods of a grade crossing.

What kind of brakes do you use on passenger trains? Eames Vacuum Brakes.

GENERAL REMARKS AND HISTORY OF YOUR COMPANY.

This road was built to Lake Calhoun in 1879 and operated as a steam street railway. In 1880 it was extended to Lake Harriet one (1) mile further.

In 1881 it was extended to Lake Minnetonka. The graveling on this extension was completed July 20th, 1882, and this extension was then put in operation.

The best portion of each year has been occupied by the company in making extensions, hence they have not had the opportunity of doing the work or carrying the passengers they could have done, had they been able to operate their road during the summer season.

ACCIDENTS.

From the opening of this road to the present time no accidents have occurred; and it is the intention of the company in the future as in the past to use every means at their command to maintain their unexcelled record for safety.

STATE OF MINNESOTA, } ss.
COUNTY OF HENNEPIN. }

Wm. McCrory and Albert L. Scott, of the Minneapolis, Lyndale & Minnetonka Railway Company, being duly sworn, depose and say that they have caused the foregoing statements to be prepared by the proper officers and agents of this Company, and having carefully examined the same, declare them to be a true, full and correct statement of the condition and affairs of said Company, on the thirty-first day of October, A. D., 1882, to the best of their knowledge and belief.

[Signed],

WM. McCRORY, President,
ALBERT L. SCOTT, Secretary.

SEAL OF R. R.

Subscribed and sworn to before me at Minneapolis, this seventh day of December, A. D., 1882.

JAMES W. GRIFFIN,
Notary Public,
Hennepin County, Minn.

SEAL.

Minn RR Comm Annual Report 1883

With the Compliments of
Garrie L. Tufford

REPORT

OF THE

MINNEAPOLIS, LYNDALE & MINNETONKA RAILWAY COMPANY

For the Year Ending October 31, 1883.

OFFICERS AND OFFICES OF THE COMPANIES OPERATING.

NAMES.		ADDRESSES.
Wm. McCrory	President	Minneapolis, Minn.
R. Brinkerhoff	Vice President	Mansfield, Ohio.
T. J. Janney	Secretary	Minneapolis, Minn.
J. N. Cross	Solicitor	Minneapolis, Minn.
S. E. Neiler	Treasurer	Minneapolis, Minn.
Geo. W. Cooley	Chief Engineer	Minneapolis, Minn.
R. S. Innes	General Ticket Agent	Minneapolis, Minn.

General Offices of the Company ..... Minneapolis, Minn.
General Office in this State ..... Minneapolis, Minn.

NAMES OF DIRECTORS	RESIDENCE.	NAMES OF DIRECTORS	RESIDENCE.
Wm. McCrory	Minneapolis, Minn.	J. N. Cross	Minneapolis, Minn
Robt. S. Innes	Minneapolis, Minn.	R. Brinkerhoff	Mansfield. Ohio
T. J. Janney	Minneapolis, Minn.		

Date of Annual Election of Directors, first Tuesday in August.

Name and address of person to whom correspondence, concerning this report should be directed, W. McCrory, President.

CAPITAL STOCK, DEBTS, ETC.

Capital stock authorized	$1,000,000.00

COMMON STOCK ISSUED.

Stock issued for account of construction	310,000.00
Total common stock	$310,000.00
Proportion of stock for Minnesota	All.

DEBTS, ETC.

BONDED DEBT.

First Mortgage Bonds, due 1911; rate of interest 6 per cent	$220,000.00
Total bonded debt	$220,000.00

FLOATING DEBT.

Amount of debt not secured by Mortgage	$111,670.38
Proportion of debt, Bonded and Floating, for Minnesota	All.
Total amount of paid up stock and debt	640,880.36
Amount of stock and debt per mile of road	32,044.01

COST AND VALUE OF ROAD AND EQUIPMENT.

Cost of right of way, and fencing entire line	$ 11,639.44
Cost of construction, entire line	547,111 02
Cost of present equipment (applying to 20 miles of road)	63,728.61
Cost of all fixtures and conveniences for business of the road, including telegraph and steamboat	23,893.35
Total cost of construction and equipment	$649,372.42
Average cost of road and equipment per mile (20 miles)	32,468.62

CHARACTERISTICS OF ROAD.

LENGTH OF ROAD.	MILES. Entire Length.	Length in Minn.
Length of main line of road from Minneapolis to Excelsior, Minn.	20	20
Total length of main line and branches	20	20
Aggregate length of sidings and other track not above	4	4
Number of miles iron rail	18	18
Number of miles steel rails	2	2
Gauge of road 3 feet		

1883

CHARACTERISTICS OF ROAD—Continued.

BRIDGES AND TRESTLES.

Pile Bridges..... .Number of 4..... ....Aggregate length 1600 feet.

FENCING.

Number of miles of fencing on the road, and kind 7 miles.	
The total cost of same	$1,114.66
Average cost per rod	.50 1-5

RAILROAD CROSSING AT GRADE.

What railroads cross your road at grade in this state, and at what locality?

C. M. & St. Paul Ry.....H. & D. Division.....at Minneapolis, Minn.
C. M. & St. Paul Ry.....H. & D. Division.... ..... at Junction City, Minn.
Minneapolis & St. Louis Ry..... ... at Junction City, Minn.
Minneapolis & St. Louis Ry..... .....at Excelsior, Minn.

EQUIPMENT.

Number of locomotives of more than 20 tons weight, exclusive of tender.....	1
Number of locomotives of more than 10 tons weight, exclusive of tender....	4
Number of first class passenger cars	17
Number of express and baggage cars.....	1
Number of box, freight and stock cars.....	1
Number of flat and coal cars.....	10
Number of hand and other cars.....	2
Number of other cars.....	16
The above equipment applies to 20 miles of road.	
Total cost of above equipment.....	$63,728.61
Average cost of equipment per mile of road operated.....	3,186.43

DOINGS OF THE YEAR IN TRANSPORTATION.

SPEED OF TRAINS.

	Miles per hour.
The highest rate of speed allowed for express passenger trains.....	20

TARIFFS.

Average rate per mile for through passengers during the year..... 1⅝ cts.

DOINGS OF THE YEAR IN TRANSPORTATION—Concluded.

CHARACTER OF SERVICE.

	No. of persons employed.
Clerks in all offices.....	3
Master and assistant mechanics.....	2
Conductors.....	4
Engineers.....	4
Brakemen.....	4
Flag men, switch-tenders, gate-keepers and watch-men	1
Section mem.....	1
Other employes.....	15
	12

PASSENGERS.

Number of passengers carried during the year ending October 31st, 1883..... 490,418

FUEL CONSUMED.

Cords of wood consumed.....	300
Tons of coal consumed.....	1,266

EARNINGS DURING THE YEAR ENDING OCT. 31st, 1883.

MONTHLY EARNINGS FROM ALL SOURCES RESPECTIVELY.

Passengers.....	$ 50,518 58
Rents, etc.,	2,351 34
Total.....	$ 52,861 92
Total tariff earnings for the year ending 31st of October, 1883.....	$ 50,510 58
Total earnings from other sources for the year ending 30th of June, 1883...	2,351 34
Total earnings for the year—entire line.....	$ 52,861 92
Average gross earnings per mile (20 miles) of track, exclusive of sidings..	$2,643.09
Average net earnings per mile (20 miles) of track, exclusive of sidings.....	960.83

EXPENSES DURING THE YEAR ENDING OCTOBER 31ST, 1883.

OPERATING EXPENSES—ENTIRE LINE.

Maintenance of way and buildings		$ 4,537 73
Maintenance of rolling stock—		
Locomotives	$ 3,176 39	
Passenger, baggage, mail and express cars	1,176 20	
Freight cars	103 46	
Shop, tools, and machinery	300 84	4,756 89
Conducting transportation—		
Motive power and care	13,900 57	
Train employes	4,983 10	
Agents and station labor	478 47	
Other expenses conducting transportation	356 72	19,718 86
General expenses—		
Salaries of officers	1,140 47	
Office and clerical expenses	879 61	
Legal expenses	419 12	
Other general expenses	2,192 64	4,631 84
Total operating expenses, entire line, being 63.36 per cent of earnings		$33,645 32
Total operating expenses in Minnesota		all.
Average operating expenses per mile [20 miles] of track, exclusive of sidings		1,682 26
Excess of earnings over operating expenses		19,216 60

Our expenses during the past year were largely increased by reason of changing track at Lake Calhoun which necessitated the moving of the coal and car houses, blacksmith shop and water station. In addition to this we changed our tracks west of Hennepin avenue and laid them with steel rails; we also relaid all the track from Minneapolis to Lake Calhoun with new ties, and part of the distance with new steel. We also rebuilt two motors.

EXPENSES, ETC.

PAYMENTS IN ADDITION TO OPERATING EXPENSES.—ENTIRE LINE.

Construction account for the year	$11,520 92
Additional equipment during the year	5,480 72
Taxes—state, county and national	390 89
For interest on bonds	13,200 00
Total payments in addition to operating expenses	$30,592.53

What part of your company indebtedness is occasioned by constructing or purchasing branches or separate lines of road, within or without the state? None

What regulations govern your employes in regard to crossings of other railroads, and are they found to be sufficient? We give two long whistles and come to a full stop. At a blind crossing we send a flagman ahead to see that the way is clear.

What regulations govern your employes in regard to crossings of public highways, and are these regulations found to be sufficient? Two long and two short whistles when within 80 rods of a road crossing.

What platform and coupler between passenger cars do you use? None.

What kind of brakes do you use on passenger trains? Eames vacuum brakes.

GENERAL REMARKS AND HISTORY OF YOUR COMPANY.

The "Lyndale Railway Company" was built to Lake Calhoun in 1879, and operated as a steam street railway. In 1880 it was extended and operated to Lake Harriet. In 1881 it was extended to Lake Minnetonka under the name of the "Minneapolis, Lyndale & Minnetonka Railway Company," and was completed and operated to Excelsior, July 20th, 1882.

ACCIDENTS.

STATEMENT OF EACH ACCIDENT.

Melvin Grimes, conductor, pinched between platform of cars while making a coupling.

Miss Nellie Chitty, riding in a carriage, horse turned round and she became frightened and jumped out falling between the wheels of the motor, when one wheel passed over her, inflicting injuries from which she died.

1884

With the Compliments of
Garrie L. Tufford

REPORT

OF THE

MINNEAPOLIS, LYNDALE & MINNETONKA RAILWAY CO.

FOR THE YEAR ENDING JULY 31, 1884.

OFFICERS AND OFFICES OF THE COMPANIES OPERATING.

NAMES.	ADDRESSES.
Wm. McCrory..... President	.....Minneapolis, Minn.
R. Brinkerhoff.....Vice President	.....Mansfield, Ohio.
T. J. Janney.....Secretary	.....Minneapolis, Minn.
Judson N. Cross.....Solicitor	.....Minneapolis, Minn.
S. E. Neiler.....Treasurer	.....Minneapolis, Minn.
Wm. McCrory.....General Manager	.....Minneapolis, Minn.
Geo. W. Cooley.....Chief Engineer	.....Minneapolis, Minn.
R. S. Innes.....General Ticket Agent	.....Minneapolis, Minn.
T. J. Janney.....Auditor	.....Minneapolis, Minn.

General Offices of the Company.....Minneapolis, Minn.
General Office in this State.....Minneapolis, Minn.

NAMES OF DIRECTORS.	RESIDENCE.	NAMES OF DIRECTORS.	RESIDENCE.
Wm. McCrory.....	..Minneapolis.	Robert S. Innes.....	...Minneapolis.
Judson N. Cross.....	..Minneapolis.	R. Brinkerhoff.....	.....Mansfield.
Thomas J. Janney.....	..Minneapolis.	.....	.....

Date of annual election of directors, first Tuesday in August.
Name and address of person to whom correspondence, concerning this report should be directed. Wm. McCrory, President.

CAPITAL STOCK, DEBTS, ETC.

Capital stock authorized.....$1,000,000.00

COMMON STOCK ISSUED.

Stock issued for account of construction.....	310,000.00
Total common stock.....	$310,000.00
Proportion of stock for Minnesota.....	All.

DEBTS, ETC.

BONDED DEBT.

First mortgage bonds, due 1911, rate of interest 6 per cent.....$220,000.00

Total bonded debt.....$220,000.00

FLOATING DEBT.

Amount of debt not secured by mortgage.....	$130,000.00
Proportion of debt, bonded and floating, for Minnesota.....	All.
Total amount of paid up stock and debt.....	660,000.00
Amount of stock and debt per mile of road.....	33,000.00

COST AND VALUE OF ROAD AND EQUIPMENT.

Cost of right of way and fencing, entire line.....	$14,030.93
Cost of right of way in Minnesota.....	All.
Cost of construction, entire line.....	558,478.92
Cost of construction in Minnesota.....	All.
Cost of present equipment (applying to 20 miles of road).....	63,730.62
Cost of all fixtures and conveniences for business of the road*.....	31,195.06
Total cost of construction and equipment.....	$667,435.53

Is your construction account closed? No.

*Includes steamboat, bath houses, docks, telegraph line, machinery, tools, etc.

CHARACTERISTICS OF ROAD.

LENGTH OF ROAD, ETC.	MILES. Entire Length.	MILES. Length in Minnesota.
Length of main line of road from Minneapolis to Excelsior.....	20	All
Total length of main line and branches.....	20	All
Aggregate length of sidings and other track not above...	4	All
Number of miles iron rail.....	16	All
Number miles steel rails.....	4	All

Gauge of road, three feet.

BRIDGES AND TRESTLES.

Pile bridges,—number of, four; aggregate length, 1,600 feet.

FENCING.

Number of miles of fencing on the road.....	7
The total cost of same.....	$1,114.66
Average cost per rod.....	.50⅓

RAILROAD CROSSINGS AT GRADE.

What railroads cross your road at grade in this State, and at what locality? C., M. & St. P. R'y, H. & D. Div. at Minneapolis, Minn.; C., M. & St. P. R'y, H. & D. Div. at Junction City, Minn.; M. & St. L. R'y at Junction City, Minn.; M. & St. L. R'y at Excelsior, Minn.

1884

CHARACTERISTICS OF ROAD—Concluded.

EQUIPMENT.

Number of locomotives of more than 20 tons weight, exclusive of tender	1
Number of locomotives of more than ten tons weight, exclusive of tender	4
Number of first-class passenger cars	17
Number of express and baggage cars	1
Number of box, freight and stock cars	1
Number of flat and coal cars	10
Number of hand and other cars	2
Number of other cars	10

The above equipment applies to 20 miles of road.

Total cost of above equipment	$63,730 62
Average cost of equipment per mile of road operated	3,186 53

SPEED OF TRAINS.

The highest rate of speed allowed for express passenger trains, 20 miles per hour.

TARIFFS.

Average rate per mile for through passengers during the year.....1½ cents

CHARACTER OF SERVICE.

	No. Persons employed.
Division and assistant superintendents	None.
Clerks in all offices	2
Master and assistant mechanics	3
Conductors	5
Engineers	5
Brakemen	2
Flag men, switch tenders, gate keepers and watchmen	1
Section men	20
Other employes	15

PASSENGERS.

Number of passengers carried during the year ending July 31, 1884,	590,797

FUEL CONSUMED.

Cords of wood consumed	280
Tons of coal consumed	1,220

EARNINGS DURING THE YEAR ENDING JULY 31st, 1884.

MONTHLY EARNINGS FROM ALL SOURCES RESPECTIVELY.

Totals earnings during the year	$59,135.64
Total tariff earnings for the year ending 31st of July, 1884	$58,985.64
Total earnings from other sources for the year ending 30th of June, 1884	150.00
Total earnings for year—entire line	$59,135.64

Total passenger earnings in Minnesota. All.
Total freight earnings in Minnesota. All.
Total Miscellaneous earnings in Minnesota. All.
What per cent is the earnings in Minnesota of the earnings of the entire line. All.

Average gross earnings per mile of track, exclusive of sidings	$2,956 75
Average net earnings per mile of track, exclusive of sidings	814 13

EXPENSES DURING THE YEAR ENDING JULY 31, 1884.

OPERATING EXPENSES—ENTIRE LINE.

Maintenance of way	$2,454.84
Maintenance of buildings	52.99
Maintenance of rolling stock. Shop, tools and machinery	9,699.93
Conducting transportation	25,194.73
General expenses	5,450.55
Total operating expenses, entire line, being 72.40 per cent of earnings	$42,853.04
Total operating expenses in Minnesota. All.	
Average operating expenses per mile [20 miles] of track, exclusive of sidings	2,142.65
Excess of earnings over operating expenses	16,282.60

We overhauled all of our locomotives this year, and also relaid about four miles of track (two miles of it with new steel rails), which caused an expense of about $12,000. This outlay has increased the expenses very largely.

EXPENSES, ETC.

PAYMENTS IN ADDITION TO OPERATING EXPENSES—ENTIRE LINE.

Construction account for the year	$18,063.11
For interest on bonds	13,200.00
Interest	3,042.39
Total payments in addition to operating expenses	$34,305.50

What regulations govern your employes in regard to crossings of other railroads, and are they found to be sufficient? Two long whistles and come to a full stop. At a blind crossing we send a flagman ahead to see that the way is clear.

What regulations govern your employes in regard to crossings of public highways, and are these regulations found to be sufficient? Two long and two short whistles when within eighty rods of a road crossing.

What platform and coupler between passenger cars do you use? None.

What kind of brakes do you use on passenger trains? Eames' vaccum brake.

U. S. MAIL.

What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service? None.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms and what conditions as to rates, use of track, machinery, repairs of cars, etc.; what kind of of business is done by them, and do you take their freights at the depot, or at the office of such express companies? None.

TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road, and what terms and on what conditions as to rates, use of track, machinery, repairs of cars, etc.? Do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed or order of transportation, and if so, in what particular? None.

GENERAL REMARKS AND HISTORY OF YOUR COMPANY.

The Lyndale Railway was built to Lake Calhoun in 1879, and operated as a steam street railway.

In 1880, it was extended to Lake Harriet. In 1881, it was extended to Lake Minnetonka, and was completed and opened to Excelsior, July 20, 1882, as the Minneapolis, Lyndale & Minnetonka Railway.

REPORT

OF THE

Minneapolis, Lyndale & Minnetonka Railway Company

TO THE

Board of Railroad and Warehouse Commissioners of Minnesota,

FOR THE YEAR ENDING JUNE 30, 1885.

GIVE HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES NOW OPERATED BY YOU IN THE STATE OF MINNESOTA, AND STATUTES AUTHORIZING THE SAME.

DATE OF CHARTER.

Date of organization, June 19, 1878. Date of certificate Secretary of State, Nov. 13, 1879.

LEASED LINES.

None.

CAPITAL STOCK, DEBTS, ETC.

Capital stock authorized	$1,000,000 00

COMMON STOCK ISSUED.

Stock issued for account of construction	$310,000 00
Stock issued to represent purchased lines	75,000 00
Total common stock	$385,000 00

Proportion of stock for Minnesota. All.

If any stock has been issued since the original, state the date or dates when the same was issued, to whom issued, in what manner the same was paid for, and the cash value realized by the company for the same? $75,000 capital stock issued to the Minneapolis & Fort Snelling Railroad as part purchase price for the Minnehaha Falls branch of the Minneapolis, Lyndale & Minnetonka Ry.

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DEBTS, ETC.

BONDED DEBT.

First Mortgage bonds, due 1911, rate of interest 6 per cent....	$270,000 00

FLOATING DEBT.

Amount of debt not secured by mortgage.....	$157,043 30
Proportion of debt, bonded and floating, for Minnesota. All.	
Total amount of paid up stock and debt.....	826,743 30
Amount of stock and debt per mile of road.....	33,069 60
Total amount of stock and debt for Minnesota. All.	

COST AND VALUE OF ROAD AND EQUIPMENT.

Cost of right of way, entire line, with fencing.....	$19,562 44
Cost of right of way in Minnesota. All.	
Cost of construction, entire line.....	700,110 78
Cost of construction in Minnesota. All.	
Cost of present equipment, (applying to 25 miles of road).....	66,980 82
Cost of all fixtures and conveniences for business of the road.	14,608 72
Total cost of construction and equipment, entire line....	$801,262 76
Total cost of road and equipment in Minnesota. All.	
Average cost of road and equipment per mile in Minnesota..	32,050 00
Is your construction account closed? No.	
The value of all other property owned by the corporation.....	17,086 96

COST OF ROAD AND EQUIPMENT.

No additions or betterments made.

Grading and masonry.....		
Ballast.....		
Bridges.....		
Superstructure, (including ties).....	$541,483 21	
Rails.....		
Land.....		
Land damages.....		
Fences and right of way.....		19,562 44
Passenger and freight stations.....		2,332 02
Engine and car houses, and shop in round house.....		7,598 86
Shops, machinery and tools.....		6,123 74
Fuel and water stations.....		3,795 55
Interest and discount charged to construction.....		27,500 00
Purchase of constructed road.....		125,000 00
Telegraph line.....		886 12
Total cost of road.....		$734,281 94
Total cost of equipment.....		66,980 82
Grand total cost of road and equipment.....		$801,262 76

CHARACTERISTICS OF ROAD.

STATIONS.

Number of stations, entire line.....	19
Number of stations on line of road in Minnesota. All.	
Number of "common points" in Minnesota.....	4

BRIDGES AND TRESTLES.

Wooden bridges, number of..... 5....Aggregate length... 1,640 feet.

Give the average number of years the trestle and pile bridges last on your road in Minnesota. Road not old enough to fix an average.

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CHARACTERISTICS OF ROAD—Concluded.

ROAD-BED AND TRACK.

Number of track sections in Minnesota	4
Average length of sections, miles	6¼
Average number of men in each section gang	5
Number of new ties laid in track during the year in Minnesota	2,000
New rails laid in track during the year in Minnesota—iron, [41¼ tons,] miles	0
New rails laid in track during the year in Minnesota—steel, [41¼ tons,] miles	0
Total track laid with new rails during the year in Minnesota, miles	¾

What is the average number of years that iron rails last in your track on main line in Minnesota? Road too young to determine.

What is the average number of years that iron rails last in your track on branches in Minnesota? Road too young to determine.

What is the average number of years that steel rails last in your track on main line in Minnesota? Road too young to determine.

What is the average number of years that steel rails last in your track on branches in Minnesota? Road too young to determine.

What is the average number of years that ties last in your track in Minnesota? Road too young to determine.

LENGTH OF ROAD, ETC., IN MINNESOTA.

Length of main line of road from Minneapolis to Excelsior, entire length	20

BRANCHES—Name each.

From 31st Street Junction to Minnehaha Falls, entire line	5

Gauge of road. 3 feet.

FENCING.

Number of miles of fencing on the road and kind. 7 miles.

Total cost of same	$1,114 66
Average cost per rod	.501-5 c.

Number miles new fencing built during year. None.

RAILROAD CROSSINGS AT GRADE.

What railroads cross your road at grade in this State; and at what locality?

Chicago, Milwaukee & St. P., H. & Division, at Minneapolis, Minn.
" " " " Junction City, Minn.
M. & St. Louis, at Junction City, Minn.
" " Excelsior, Minn.

EQUIPMENT.

Number of locomotives of more than 40 tons weight, exclusive of tender	1
Number of locomotives of more than 10 tons weight, exclusive of tender	6
Number of first class passenger cars	32
Number of express and baggage cars	1
Number of box, freight and stock cars	1
Number of flat and coal cars	10
Number of hand and other cars	2

DOINGS OF THE YEAR IN TRANSPORTATION.

SPEED OF TRAINS.

	Miles per hour.
The highest rate of speed allowed for express passenger trains	20
Schedule rate of same, including stops	15

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DOINGS OF THE YEAR IN TRANSPORTATION—Concluded

TARIFFS.

Average rate per mile for through passengers during the year..... 1½ cts.
Average rate per mile for local passengers during year..... 2½ "
Average rate per mile per ton (of 2,000 lbs.) for through freight. But little freight business done.

CHARACTER OF SERVICE.

Number of persons employed in Minnesota.

Clerks in all offices	2
Conductors	5
Engineers	5
Brakemen	3
Flag men, switch tenders, gate keepers and watchmen	1
Section men	20
Other employes	15

PASSENGERS.

	Whole Line.	In Minnesota.
Number of passengers carried during the year ending 30th of June, 1885	625,464	All.
Total passenger mileage or passengers carried one mile	2,919 404	All.
Average distance traveled by each passenger	4.667 miles.	All.
Average rate per passenger per mile	1.963 cents.	

FUEL CONSUMED.

Cords of wood consumed in Minnesota	168½
Tons of coal consumed in Minnesota	1,639

FREIGHT HAULED.

But very little freighting done, principally hauling of wood.

Are you in any pooling association? If so, what companies compose the association, and what points are covered by the pool? No.

EARNINGS DURING THE YEAR ENDING JUNE 30th, 1885.—(All in Minnesota.

MONTHLY EARNINGS FROM ALL SOURCES RESPECTIVELY.

Months.	Freight.	Passengers.	Rents, etc.	Totals.
July, 1884	$ 8 00	$13,687 43	.....	$13,690 43
August, 1884	5 00	8,004 06	.....	8,009 06
September, 1884	.....	5,147 06	.....	5,147 06
October, 1884	.....	3,841 79	.....	3,841 79
November, 1884	8 12	2,544 47	$50 00	2,602 59
December, 1884	90 04	1,499 05	50 00	1,639 09
January, 1885	398 65	1,960 27	50 00	2,408 92
February, 1885	413 67	1,937 94	50 00	2,401 61
March, 1885	181 25	2,632 37	.....	2,813 62
April, 1885	89 50	3,163 93	50 00	3,303 43
May, 1885	43 00	5,515 49	50 00	5,608 49
June, 1885	9 00	7,632 46	50 00	7,691 46
	$ 1,241 23	$57,566 31	$350 00	$59,157 54

Total tariff earnings for the year ending 30th of June, 1885	$59,157 54
Total earnings from other sources for the year ending 30th of June, 1885	1,159 05
Total earnings for year—entire line	$60,316 59

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EARNINGS DURING THE YEAR ENDING JUNE 30, 1885—Concluded.

Total passenger earnings in Minnesota	$57,566 31
Total freight earnings in Minnesota	1,241 23
Total miscellaneous earnings in Minnesota	1,509 05
Total earnings in Minnesota	$60,316 59
What per cent is the earnings in Minnesota of the earnings of the entire line?	All
Of the earnings of the entire line, what is the ratio of the passenger to the freight?	as 45 to 1.
Average gross earnings per mile (25 miles) of track exclusive of sidings	$2,412 66

EXPENSES DURING THE YEAR ENDING JUNE 30, 1885.

OPERATING EXPENSES—ENTIRE LINE.

Maintenance of way		$4,826 93
Maintenance of buildings		71 20
Maintenance of rolling stock:		
Locomotives	$5,796 86	
Passenger, baggage, mail and express cars	2,745 81	
Freight cars	14 33	
Shop, tools and machinery	2,546 76	11,103 76
Conducting transportation:		
Motive power and care	20,572 72	
Train Employees	5,073 69	
Agents and Station labor	840 25	
Other expenses conducting transportation	2,477 98	28,964 64
General expenses:		
Salaries of officers	1,200 00	
Office and clerical expenses	1,066 42	
Legal expenses	475 36	
Other general expenses	3,354 14	6,095 92
Total operating expenses, entire line, being 84 per cent of earnings		$51,062 45
Total operating expenses in Minnesota. All.		
Average operating expenses per mile (25 miles) of track, exclusive of sidings		2,042 50
Excess of earnings over operating expenses		9,254 14
Total operating expenses		51,062 45

EXPENSES, ETC.

PAYMENTS IN ADDITION TO OPERATING EXPENSES—ENTIRE LINE.

Construction account for the year	$11,278 12
For interest on bonds	14,700 00
What part of your company indebtedness is occasioned by constructing or purchasing branches of separate lines of road, within or without the state?	125,000 00

GENERAL RECAPITULATION.

Total Income	$60,316 59
Total operating expenses and taxes	51,621 25
Net income above operating expenses and taxes	8,695 34
Net income above operating expenses, taxes, interest and rental. None.	

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GENERAL BALANCE SHEET, AT THE CLOSING OF ACCOUNT, JUNE 30, 1885.

OF THE MINNEAPOLIS, LYNDALE & MINNETONKA RAILWAY COMPANY.

Dr.	Amount.	Cr.	Amount.
Construction	$700,110 78	Stocks	$385,000 00
Docks	1,975 42	Bills payable	139,249 02
Bills receivable	100 00	First mortgage bonds	270,000 00
Bath houses and outfits	820 32	Interest on bonds	18,750 00
Machinery and tools	6,123 74	Due to individuals and firms	11,678 27
Right of way and fencing	19,562 44	Due to other railroads	89 42
Engine houses and turn tables	7,598 86	Pay rolls unpaid	6,026 59
Equipment	66,980 82		
Steamboats	13,909 60		
Telegraph	886 12		
Electric light	381 62		
Due from agents	202 32		
Due from individuals and firms	1,274 39		
Cash on hand	270 80		
Deficit	10,596 07		
	$830,793 30		$830,793 30

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MISCELLANEOUS STATISTICS.

Item.		In Minn.
Telegraph owned and operated by company (twenty-five)	miles	25
Stations, passenger	number	19
Stations, fuel and water	"	2
Engine houses	"	1
Machine and car shops	"	1
Railroads crossing your road at grade	"	4
Length of steel rails laid during year in repairs	miles	3/4

By what means are your passenger cars heated? Coal stoves.
By what means are your passenger cars lighted? Oil lamps.

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company? None.

TRANSPORTATION COMPANIES.

What freight and transportation companies run on your road, and on what terms and on what conditions as to rates, use of track, machinery, repairs of cars, etc.; do they use the cars of your company, or those furnished by themselves, and are their cars or their freight given any preference in speed, or order of transportation, and if so, in what particular? None.
What new railroad enterprises under way, recently completed or purchased? None except purchase of the Minnehaha Falls branch Nov. 1884.

SLEEPING CARS.

Do sleeping, parlor or dining room cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates? None.
What is the total amount paid by your company to palace or sleeping car companies, to what companies, and the amount paid to each? Please state fully the arrangement by which these cars are run on your road, the terms, and who receives the earnings. None.

U. S. MAIL IN MINNESOTA.

What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service? None.
What amount have you paid for receiving and delivering mail to and from stations on your road? Nothing.

TELEGRAPH.

How many miles of telegraph are owned by your company? 25 miles.
What other company, if any, owns a line of telegraph on your right of way, and how many miles does each own? None.

LANDS—CONGRESSIONAL GRANT.

No land grant.

SUMMARY OF ACCIDENTS FOR MINNESOTA.

Number of persons killed during the year. None.
Number of persons injured during the year. One slightly.
Number resulting from lack of caution, carelessness or misconduct. One.
Number of persons killed or injured while intoxicated. None.

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OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

Official Position.	Name.	Location of Office.
President	Wm. McCrory	Minneapolis, Minn.
Vice President	R. Brinkerhoff	Mansfield, Ohio.
Secretary	T. J. Janney	Minneapolis, Minn.
Treasurer	Samuel E Neiler	" "
General Manager	Wm. McCrory	" "
Auditor	T. J. Janney	" "
General Passenger Agent	R. S. Innes	" "
Attorney	Judson N. Cross	" "

DIRECTORS.

Name.	P. O. Address.	Name.	P. O. Address.
Wm. McCrory	Minneapolis.	Jud. N. Cross.	Minneapolis.
R. S. Innes	"	R. Brinkerhoff.	Mansfield, O.
T. J. Janney	"	....	.....

Date of annual meeting of stockholders. First Tuesday in August.
Fiscal year of company ends December 31st.
General offices of the company are located at Minneapolis, Minn.

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REPORT

OF THE

MINNEAPOLIS, LYNDALE & MINNETONKA RAILWAY COMPANY.

TO THE BOARD OF

RAILROAD AND WAREHOUSE COMMISSIONERS

OF MINNESOTA,

FOR THE YEAR ENDING JUNE 30, 1886.

History of organization, construction, leasing and consolidation of lines now operated by you, and statutes authorizing the same.
Organized June 19, 1878; certificate secretary of state, Nov. 13, 1879.
Leased lines. None.

CAPITAL STOCK, DEBTS, ETC.

Capital stock authorized	$1,000,000

COMMON STOCK ISSUED.

Stock subscribed by individuals and other corporations in cash	$310,000
Stock issued for construction account on extension lines	75,000
Total common stock	$385,000

Proportion of stock for Minnesota. All.
If any stock has been issued since the original, state the date or dates when the same was issued, to whom issued, in what manner the same was paid for, and the cash value realized by the company for the same. $75,000 issued to the Minnehaha & Ft. Snelling Railroad Company as part of the purchase price of the Minnehaha Falls Branch of the M. L. & M. R'y Co.

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BONDED DEBT.

First mortgage bonds, due 1911	$270,000 00

FLOATING DEBT.

Amount of debt not secured by mortgage	$282,646 23
Proportion of debt, bonded and floating, for Minnesota. All.	
Total amount of paid up stock and debt	972,596 23
Amount of stock and debt per mile of road	37,407 54

COST AND VALUE OF ROAD AND EQUIPMENT.

Cost of right of way, entire line, and fencing	$34,005 65
Cost of right of way in Minnesota. All.	
Cost of construction, entire line	691,118 83
Cost of construction in Minnesota	691,118 83
Cost of present equipment (applying to 26 miles of road)	113,514 53
Cost of all real estate used exclusively in operating the road	21,727 50
Cost of all fixtures and conveniences for business of the road	17,092 74
Total cost of construction and equipment, entire line	$877,459 25
Average cost of road and equipment per mile (26 miles)	$33,748 43
Total cost of road and equipment in Minnesota. All.	
Is your construction account closed? No.	
If the road was not built by the present owners, state cost of road and equipment to them. Not yet fully determined.	
The value of all other property owned by the corporation	$30,681 49

	Additions or Betterments during year ending June 30, 1886.	Total Cost of Road up to June 30, 1886.
Grading and masonry—ballast		
Bridges		$534,031 76
Superstructure (including ties)		
Rails		
Fences and right of way		34,005 65
Passenger and freight stations		2,684 78
Engine and car houses		7,681 02
Shops, machinery and tools	$6,632 34	6,632 34
Fuel and water stations		3,795 55
Interest and discount charged to construction		27,500 00
Purchase of constructed road		125,000 00
Telegraph line		886 12
Total cost of road		$742,217 22
EQUIPMENT.		
Total cost of equipment		$113,514 53
Grand total cost of road and equipment		$855,731 75

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CHARACTERISTICS OF ROAD.

STATIONS.

Number of stations, entire line. 19.

Number of "common points" in Minnesota. 4.

BRIDGES AND TRESTLES.

Number of wooden bridges, 5; aggregate length, 1,640 feet.

ROAD BED AND TRACK.

Number of track sections in Minnesota. 4.

Average length of sections. 6½.

Average number of men in each section gang. 5.

Number of new ties laid in track during the year in Minnesota. 17,668.

Average number of new ties per mile of road. 2,640.

New rails laid in track during the year in Minnesota—steel. 446 tons.

Total track laid with new rails during the year in Minnesota, miles. 6½.

What is the average number of years that iron rails last in your track on main line in Minnesota.

What is the average number of years that iron rails last in your track on branches in Minnesota.

What is the average number of years that steel rails last in your track on main line in Minnesota.

What is the average number of years that steel rails last in your track on branches in Minnesota.

What is the average number of years that ties last in your track in Minnesota.

Road not old enough to fully determine.

LENGTH OF ROAD, ETC.

Length of main line of road from Minneapolis to Excelsior, entire line in Minnesota.....miles	20
Length of double track on main line.....miles	4½
Branch from 31st St. Junction to Minnehaha Falls (Fort Snelling Reservation).....miles	6
Total length of main line and branches.....miles	26
Aggregate length of sidings and other track not above.....miles	5
Number of miles iron rail.....	20
Number of miles steel rail.....	10
Aggregate length of tracks operated by this company, computed as single track.....miles	31

Gauge of road, 3 feet.

FENCING.

Number of miles of fencing on the road and kind. 7¼ miles.

Total cost of the same.....	$1,440 73
Average cost per rod.....	62

Number of miles new fencing built during year. ¼ mile.

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RAILROAD CROSSINGS AT GRADE.

What railroads cross your road at grade in this State, and at what locality?

M. & St. Louis, at Hopkins and Excelsior.

H. & D. Division of the C., M. & St. Paul, at 29th street, Minneapolis, and at Hopkins station.

EQUIPMENT.

Number of locomotives of more than 20 tons weight, exclusive of tender	1
Number of motors of more than 10 tons weight, exclusive of tender	6
Number of first-class passenger cars	38
Number of express and baggage cars	1
Number of box, freight and stock cars	1
Number of flat and coal cars cars	10
Number of hand and other cars	5
* Total cost of above equipment	$102,064 12
Average cost of equipment per mile of road operated	3,925 54

* In addition to this amount $11,450.40 is charged to equipment account an account of soda motors and attachments not yet in service and not enumerated in above list.

DOINGS OF THE YEAR IN TRANSPORTATION.

MILEAGE IN MINNESOTA.

Not calculated prior to Jan. 1, 1886.

SPEED OF TRAINS.	Miles per hour.
The highest rate of speed allowed for express passenger trains	20
Schedule rate of same, including stops	15

CHARACTER OF SERVICE.

	Number of persons employed on entire line.
Clerks in all offices	4
Master and assistant mechanics	1
Conductors	10
Engineers	10
Brakemen	4
Flagmen, switch tenders, gate keepers, and watchmen	3
Section men	25
Other employes	20

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PASSENGERS.

All in Minnesota.

Number of passengers carried during the year ending June 30, 1886..	976,877
Total passenger mileage, or passengers carried one mile	3,956,934
Average distance traveled by each passenger.....miles..	4.05
Average rate per passenger per mile	$2\frac{180}{1000}$cts.

FUEL CONSUMED.

Cords of wood consumed	63
Tons of coal consumed	2,743

FREIGHT HAULED.

But little freighting done, principally wood.

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EARNINGS DURING THE YEAR ENDING JUNE 30, 1886.

MONTHLY EARNINGS FROM ALL SOURCES RESPECTIVELY—Entire Line.

Months.	Freight.	Passengers.	Mails.	Express.	Rents, Etc.	Totals.
July, 1885	$16.00	$12,479.71			$302.65	$12,798.36
August, "		11,648.40			259.05	11,907.45
September, "	22.00	6,757.59			246.68	7,026.27
October, "	39.00	1,918.21				4,957.21
November, "	9.00	3,758.88				3,767.88
December "	222.00	3,979.14				4,201.14
January, 1886	169.00	3,565.03				3,734.03
February, "	293.60	3,820.21				4,113.81
March, "	260.00	3,694.44				3,954.44
April, "	136.00	4,281.23				4,417.23
May, "	344.00	8,047.53			74.90	8,466.43
June, "	255.63	14,482.37			312.20	15,050 20
Totals	$1,766.23	$81,432.74			$1,195.48	$84,394.45

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Total tariff earnings for the year ending June 30, 1886	$83,198 97
Total earnings from other sources for the year ending June 30, 1886	1,195 48
Total earnings for year—entire line	$84,394 45
Total passenger earnings in Minnesota	$81,432 74
Total freight earnings in Minnesota	1,766 23
Total miscellaneous earnings in Minnesota	1,195 41
Total earnings in Minnesota	$84,394 45
What per cent is the earnings in Minnesota of the earnings of the entire line? All.	
Of the earnings of the entire line, what is the ratio of the passenger to the freight? 46.10 to 1.	
Average gross earnings per mile (26 miles) of track, exclusive of sidings	3,245 94
Average net earnings per mile (26 miles) of track, exclusive of sidings? None.	

EXPENSES DURING THE YEAR ENDING JUNE 30, 1886.

OPERATING EXPENSES — ENTIRE LINE.

Maintenance of way		$11,789 83
Maintenance of buildings		477 76
Maintenance of rolling stock:		
Locomotives	$6,721 91	
Passenger, baggage, mail and express cars	5,669 53	
Freight cars	31 87	
Shop, tools and machinery	3,760 18	
		$16,183 49
Conducting transportation:		
Motive power and care	$26,539 23	
Train employes	8,786 08	
Agents and station labor	215 67	
Other expenses conducting transportation	4,825 54	
		$40,366 52
General expenses:		
Salaries of officers	$2,476 00	
Office and clerical expenses	812 06	
Legal expenses	4,689 04	
Other general expenses	7,890 09	
		$15,867 19
Total operating expenses, entire line, being —— per cent of earnings		$84,684 79
Total operating expenses in Minnesota		84,684 79
Average operating expenses per mile (26 miles) of track, exclusive of sidings		3,257 10
Average operating expenses per train mile. No record of mileage before Jan. 1, 1886.		
Excess of earnings over operating expenses. None.		

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PAYMENTS IN ADDITION TO OPERATING EXPENSES — ENTIRE LINE.

Construction account for the year	$24,719 35
Additional equipment during the year	34,160 24
Additional real estate bought during the year	21,727 50
Taxes — State, county and national	630 61
Total payment in addition to operating expenses	$81,237 70

What part of your company indebtedness is occasioned by constructing or purchasing branches or separate lines of road, within or without the State? $125,000 for purchase of the Minnehaha Falls branch.

GENERAL RECAPITULATION.

Total income	$84,394 45
Total operating expenses and taxes	85,315 40

Net income above operating expenses and taxes. None.

Net income above operating expenses, taxes, interest and rental. None.

Are charges for the transportation of the company's supplies included in the earnings as reported for your road? Yes — freight on wood and supplies.

If so, state at what rates; the number of tons carried; and the amount credited to earnings. $10 per day, use of engine and cars and in some cases $6 per car.

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GENERAL BALANCE SHEET AT THE CLOSING OF ACCOUNTS, JUNE 30, 1886.

OF THE MINNEAPOLIS, LYNDALE & MINNETONKA RAILWAY COMPANY.

Dr.	Amount.	Cr.	Amount.
Construction	$691,118 83	Stock	$385,000 00
Equipment	113,514 53	Bills payable	108,479 01
Right of way	34,005 65	Bonds	270,000 00
Real estate	21,727 50	Interest on bonds	34,950 00
Tools and machinery	6,632 34	Pay rolls	8,212 32
Engine houses and turntables	7,598 86	Due individuals	165,954 90
Docks	1,975 42		
Bath houses and outfits	820 32		
Telegraph lines	886 12		
Steamboats	14,204 81		
Electric light	381 62		
Bills receivable	100 00		
Materials and supplies on hand	15,274 74		
Due from individuals	8,024 58		
Cash on hand	27,373 67		
Deficit	28,957 24		
	$972,596 23		$972,596 23

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MISCELLANEOUS STATISTICS.

Item.		In Minnesota.	Entire Line
Telegraph owned and operated by company, 25 miles.			
Stations, passenger	number	22	22
Stations, fuel and water	number	2	2
Engine houses	number	1	
Machine and car shops	number	1	
Elevators and grain houses	number	None.	
Cattle yards	number	None.	
Railroads crossing your road at grade	number	2	
Length of steel rails laid during year in repairs, miles			3
Highway crossings at grade without protection	number	70	
Highway crossings at grade protected by gates or flagmen	number	2	
Highway crossings over or under your grade	number	3	
Overhead obstructions less than twenty feet above track	number	2	

By what means are your passenger cars heated? Coal stoves and Baker heaters.

By what means are your passenger cars lighted? Oil lamps.

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES.

What express companies run on your road, and on what terms, and what conditions as to rates, etc.; what kind of business is done by them, and do you take their freights at the depot, or at the office of such express company? None.

TRANSPORTATION COMPANIES.

What new railroad enterprises under way, recently completed or purchased? Work commenced on grade of an extension of this road from Excelsior to Hutchinson.

What amount have you paid other corporations, car-loaning companies (stock companies), or individuals, *not operating railroads*, for the use of cars, stating name of individuals or company, place of location of general office of said company, and amount paid to each? None.

SLEEPING CARS.

Do sleeping, parlor or dining-room cars run on your road, and if so, on what terms do they run, by whom are they owned, and what charges are made in addition to regular passenger rates? No.

What is the total amount paid by your company to palace or sleeping car companies, to what companies, and the amount paid to each? Please state fully the arrangements by which these cars are run on your road, the terms, and who receives the earnings. None.

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U. S. MAIL IN MINNESOTA.

What is the compensation paid you by the U. S. Government for the transportation of its mails, and on what terms of service? None.

What amount have you paid for receiving and delivering mail to and from stations on your road? None.

TELEGRAPH.

How many miles of telegraph are owned by your company? 25.

What other company, if any, owns a line of telegraph on your right of way, and how many miles does each own? None.

LANDS — CONGRESSIONAL GRANT.

State the number of acres of land your company has already received from the congressional grants. None.

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REPORT OF ACCIDENTS FOR MINNESOTA DURING THE YEAR ENDING JUNE 30, 1886.

KILLED.

Date.	Name and Occupation.	Place.	Cause and Responsibility for Accident.
1885.			
Nov. 18.....	John Rolland, sectionman.....	Minneapolis.....	Jumping before moving train.
1886.			
May 26.....	M. Burmeister, saloon keeper.....	Lake Harriet.....	Walking on track intoxicated.

INJURED.

1885.			
Nov. 24.....	B. F. Cole.....	Minneapolis.....	Attempting to drive across in front of moving train.
Nov. 24.....	Miss Cole, daughters of above.....	Minneapolis.....	
Nov. 24.....	Miss Cole, daughters of above.....	Minneapolis.....	
Dec. 15.....	Thos. Peterson, brakeman.....	Calhoun.....	Coupling cars.
1886.			
March 26.....	Wm. Harty, tramp.....	Near Hopkins.....	Stealing ride.

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TABULAR STATEMENT OF ACCIDENTS.

CAUSES OF ACCIDENT.	KILLED.			INJURED.		
	Passengers.	Employes.	Others.	Passengers.	Employes.	Others.
Coupling cars					1	
Miscellaneous	1					3
Stealing rides						1
Trespassers on track			1			
Totals	1		1		1	4

SUMMARY OF ACCIDENTS FOR MINNESOTA.

Number of persons killed during the year	2
Number of persons injured during the year	5
Number of casualties purely accidental during the entire year	1
Number resulting from lack of caution, carelessness or misconduct	4
Number of persons killed or injured while intoxicated	1
Number of trespassers on track killed or injured	1
Number of tramps or others stealing rides killed or injured	1

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

Official Position.	Name.	Location of Office.
President	Sanford S. Small	Minneapolis, Minn.
Vice President	Chas. A. Pillsbury	Minneapolis, Minn.
Secretary	Peter S. Mackay	Minneapolis, Minn.
Treasurer	J. K. Sidle	Minneapolis, Minn.
General Manager	S. S. Small	Minneapolis, Minn.
General Superintendent	T. J. Janney	Minneapolis, Minn.
Chief Engineer	Geo. W. Cooley	Minneapolis, Minn.
Auditor	P. S. Mackay	Minneapolis, Minn.
Attorney	J. N. Cross	Minneapolis, Minn.

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DIRECTORS.

Name.	P. O. Address.	Name.	P. O. Address.
S. S. Small.....	Minneapolis, Min	E. H. Steele.....	Minneapolis, Min
C. A. Pillsbury.....	Minneapolis, Min	P. S. Mackay.....	Minneapolis, Min
J. K. Sidle.....	Minneapolis, Min		

Date of annual meeting of stockholders, first Tuesday in August.
Fiscal year of company ends December 31st.
General offices of the company are located at Minneapolis, Minn.

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REPORT

OF THE

Minneapolis, Lyndale & Minnetonka Railway Company

TO THE BOARD OF

RAILROAD AND WAREHOUSE COMMISSIONERS

OF MINNESOTA,

FOR THE YEAR ENDING JUNE 30, 1887.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES NOW OPERATED BY YOU, AND STATUTES AUTHORIZING THE SAME.

Date of charter, June 19, 1878.

Has any change been made in the mileage of your road in this State during the past year; if so, give a detailed statement showing what changes have been made and how the present mileage is made up. Sold to the Minneapolis, St. Paul & Manitoba Railway Company that part of the line from its junction near Hopkins station with the extension known as the cut-off, to Excelsior, Minn.

ROADS BELONGING TO OTHER COMPANIES OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

None.

Total miles of road operated by this company	17½
Total miles of road operated by this company in Minnesota	All.
Miles of telegraph on line of road operated by this company	None..
Miles of telegraph owned by this company	None.
Number of telegraph offices in company stations	None.
Number of telegraph stations operated by this company	None.
Number of telegraph stations operated jointly by railroad and telegraph companies	None.
What, if any of these lines do business for the general public? Give the earnings of such	None.

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BUSINESS ADDRESS OF THE COMPANY.

Minneapolis, Lyndale & Minnetonka Company, Minneapolis, Minn.

CAPITAL STOCK, DEBTS, ETC.

Capital stock authorized	$1,000,000

COMMON STOCK ISSUED.

Stock subscribed by individuals and other corporations in cash	$310,000
Stock issued for construction account on extension lines	75,000
Total common stock	$385,000
Amount of preferred stock	None.
Proportion of stock for Minnesota	All.

Has any stock been issued during the year? If so, how much, and for what purpose? No.

DEBTS, ETC.

BONDED DEBT.

First mortgage bonds, due 1917; rate of interest, 5 per cent	$620,000
Total bonded debt	620,000

FLOATING DEBT.

Amount of debt not secured by mortgage	None.
Proportion of debt, bonded and floating, for Minnesota	All.
Total amount of paid-up stock and debt	$1,005,000

COST AND VALUE OF ROAD AND EQUIPMENT.

Cost of right of way, entire line	$31,455 19
Cost of right of way in Minnesota	All.
Cost of construction, entire line	$609,746 85
Cost of construction in Minnesota	All.
Cost of present equipment, applying to 17⅛ miles of road	$156,572 61
Cost of all real estate used exclusively in operating the read	22,572 00
Cost of all fixtures and conveniences for business of the road	90,150 29
Total cost of construction and equipment, entire line	$910,496 94
Average cost of road and equipment per mile (17⅛ miles)	$52,028 39
Total cost of road and equipment in Minnesota	All.
Average cost of road and equipment per mile in Minnesota	All.

Is your construction account closed? No.

The value of all other property owned by the corporation	$14,261 90

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COST OF ROAD AND EQUIPMENT.

	Additions or Betterments During the year Ending June 30, 1887.	Total Cost of Road Up to June 30, 1887.
Grading and masonry, ballast, superstructure, including ties and rails		$609,746 85
Land		22,572 00
Fences and right of way		31,455 19
Passenger and freight stations (waiting rooms)	$2,610 36	
Engine and car houses		21,943 64
Shops, machinery and tools		55,997 56
Total cost of road		$741,715 24
EQUIPMENT.		
Total cost of equipment		156,572 61
Grand total cost of road and equipment		$898,287 85

CHARACTERISTICS OF ROAD.

BRIDGES AND TRESTLES.

None.

BRIDGES IN MINNESOTA EXCLUSIVE OF TRESTLES.

None.

ROAD-BED AND TRACK.

	From returns of last year.	Present year.
Number of track sections in Minnesota	None	3
Average length of sections—miles	None	6½
Average number of men in each section gang	None	4
Number of new ties laid in track during the year in Minnesota	None	None
Average number of new ties per mile of road	None	
New rails laid in track during the year in Minnesota, iron, miles	None	None
New rails laid in track during the year in Minnesota, steel miles	None	None
Total track laid with new rails during the year in Minnesota	None	None

What roads, belonging to other companies, do your lines cross, where there are no transfer switches between the lines? Chicago, Milwaukee & Saint Paul Ry Hastings division, Twenty-ninth street and Nicollet avenue

EQUIPMENT.

Number of locomotives of more than forty tons weight, exclusive of tender: None.

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Number of locomotives of more than thirty tons weight, exclusive of tender	None.
Number of locomotives of more than twenty tons weight, exclusive of tender	4
Number of locomotives of more than ten tons weight, exclusive of tender	9
Number of first class passenger cars	26
Number of second class passenger cars	23
Number of express and baggage cars	2
Number of box, freight and stock cars	None
Number of sleeping cars owned by the company	None
Number of dining cars owned by the company	None
Number of business cars owned by the company	None
Number of flat and coal cars	8
Number of hand and other cars	None

The above equipment applies to 17½ miles of road.

DOINGS OF THE YEAR IN TRANSPORTATION.

MILEAGE IN MINNESOTA.

We have never kept any mileage.

SPEED OF TRAINS.

Schedule rate of same, including stops, 20 miles per hour.

CHARACTER OF SERVICE.

	Number of Persons Employed on Entire Line.	Average Salary per Month.
Clerks in all offices	4	$75 00
Master and assistant mechanics	1	100 00
Conductors	20	65 00
Engineers	15	75 00
Brakemen	None	
Flagmen, switch tenders, gate keepers and watchmen	5	40 00
Station agents	None	
Section men	25	50 00
Other employes	20	65 00
Total	90	.....

PASSENGERS.

Number of passengers carried during the year ending June 30, 1887, whole line	1,627,834

FUEL CONSUMED.

Tons of coal consumed	3,551

FREIGHT HAULED.

Do not do any freight business.

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EARNINGS DURING THE YEAR ENDING JUNE 30, 1887.

MONTHLY EARNINGS FROM ALL SOURCES RESPECTIVELY (In Minnesota.)

July, 1886	$18,467 00
August, "	14,832 47
September, "	10,036 16
October, "	7,521 00
November, "	4,870 17
December, "	5,265 36
January, 1887	5,100 55
February, "	4,419 11
March, "	5,813 71
April, "	8,447 94
May, "	11,812 83
June, "	14,440 28
Total	$111,026 58

Total tariff earnings for the year ending 30th of June, 1887	$111,026 58
Total earnings from other sources for the year ending 30th of June, 1887	None.
Total passenger earnings in Minnesota	111,026 58
Total freight earnings in Minnesota	None.
Total miscellaneous earnings in Minnesota	None.
Total earnings in Minnesota	111,026 58
What per cent is the earnings in Minnesota of the earnings of the entire line	All.
Of the earnings of the line, what is the ration of the passenger to the freight? No freight business.	
Average gross earnings per mile [17½ miles] of track, exclusive of sidings	6,344 32

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

CLASS I.—GENERAL TRAFFIC EXPENSES.

Taxes, State and local	$2,009 85
General salaries, office expenses and miscellaneous, not embraced in classes III and IV:	
Office expenses	980 14
Secretary's salary	2,000 00
Superintendent's salary	2,000 00
Master Mechanic's salary	1,200 00
Clerk's salary	1,500 00
Insurance premiums and losses by fire, and damage for fires set by engines	None.
Telegraph expenses	None.
Total	$9,689 99
Proportion belonging to passenger department	All.

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CLASS II —MAINTENANCE OF WAY AND BUILDINGS, AND MOVEMENT EXPENSES.

Repairs of road, exclusive of bridges, new rails and new ties	$6,538 46
Repairs of buildings and fixtures (stations and turntables)	111 48
Repairs of and additions to machine shops and machinery	257 37
Removing ice and snow	1,127 04
Repairs of locomotives	6,709 30
Repairs of snow plows	352 49
Fuel for engines and cars:	
Number of tons of coal, 3,551; cost	21,710 60
Oil and waste	1,349 58
Switchmen, watchmen, flag and signalmen	1,924 04
Total	$40,080 36

CLASS III.—PASSENGER TRAFFIC EXPENSES.

Repairs of passenger, mail and baggage cars	$6,718 09
Damages and gratuities, passengers	958 77
Salaries, wages and incidentals of passenger stations	13,358 80
Amount paid other corporations or individuals not operating roads, for use of passenger cars	None.
Total	$21,035 66

CLASS IV.—FREIGHT TRAFFIC EXPENSES.

Do not do any freight business.

Total operating expenses in Minnesota	109,961 37
Average operating expenses per mile [17½ miles] of track, exclusive of sidings	6,283 50
Excess of earnings over operating expenses	1,065 21
Total operating expenses	$109,961 34

EXPENSES, ETC.

PAYMENTS IN ADDITION TO OPERATING EXPENSES.—ENTIRE LINE.

Construction account for the year	$37,254 51
Additional equipment during the year	12,514 54
Additional real estate bought during the year	844 50
Taxes—State, county and national	2,009 85
Dividends on preferred stock	None.
Dividends on common stock	None.
Lease or privilege of other roads	None.
	$52,623 40

What part of your company indebtedness is occasioned by constructing or purchasing branches or separate lines of road, within or without the State? None.

GENERAL RECAPITULATION.

Total income	$111,026 58
Total operating expenses and taxes	111,971 22
Net income above operating expenses and taxes	None.
Net income above operating expenses, taxes, interest and rental	None.
Gross income per train mile run (17½ miles)	None.
Net income per train mile run (17½ miles)	None.

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GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, JUNE 30, 1887.

Dr.		Cr.	
Cost of road	$700,388 93	Capital stock	$385,000 00
Cost of equipment	156,572 61	Funded debt. Bonds	620,000 00
Other investments	92,430 39	Other debts:	
Supplies and materials on hand	8,143 04	Interest	35,491 24
Cash, cash assets and other items:		Pay roll	1,778 82
Bills receivable	100 00		
Cash	567 41		
First National Bank	3,032 87		
Real estate	22,572 00		
Due from individuals	4,151 93		
Loss	54,310 88		
Total	$1,042,270 06	Total	$1,042,270 06

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MISCELLANEOUS STATISTICS.

Telegraph owned and operated by company.....miles..	None.
Stations, freight .....number..	None.
Stations, passenger waiting rooms.....number..	7
Stations, fuel and water.....number..	1
Engine houses .....number..	1
Machine and car shops .....number..	1
Elevators and grain houses .....number..	None.
Aggregate capacity of elevators or grain houses.....bushels..	None.
Cattle yards.....number..	None.
Aggregate area of cattle yards.....acres..	None.
Road constructed and opened for business, if any, during the year..	None.
Cost of real estate now held by company, exclusive of that used in operation.....	None.
Railroads crossing your road at grade.....number..	1
Railroads crossing your road over or under your grade....number..	None.

By what means are your passenger cars heated? Baker Heater stoves.
By what means are your passenger cars lighted? Oil lamps.
By what means are your passenger cars ventilated? By ventilators.

OFFICERS OF THE COMPANY, WITH LOCATION OF OFFICES.

Official Position.	Name.	Location of Office.
President.....	Fred C. Pillsbury.	Minneapolis.
Vice President.....	C. H. Benedict...	"
Secretary.....	P. S. Mackay....	"
Treasurer.....	J. K. Sidle.....	"
General Manager.....	C G. Goodrich..	"
General Superintendent.....	John McMillan...	"
Chief Engineer.....	Geo. W. Cooley..	"
Attorney.....	J. N. Cross.....	"

DIRECTORS.

Name.	P. O. Address.	Name.	P. O. Address.
Fred C. Pillsbury...	Minneapolis, Min.	J. K. Sidle	Minneapolis, Minn
C. H. Benedict.	" "	John Randall.....	" "
P. S. Mackay.....	" "		

Date of annual meeting of stockholders, first Tuesday in August.
Fiscal year of company ends December 31st.
General offices of the company are located at Minneapolis, Minnesota.

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REPORT

OF THE

Minneapolis, Lyndale & Minnetonka

RAILWAY COMPANY

TO THE BOARD OF

RAILROAD AND WAREHOUSE COMMISSIONERS

OF MINNESOTA,

FOR THE YEAR ENDING JUNE 30, 1888.

HISTORY OF ORGANIZATION, CONSTRUCTION, LEASING AND CONSOLIDATION OF LINES NOW OPERATED BY YOU, AND STATUTES AUTHORIZING THE SAME.

Date of charter, June 19, 1878.

Is the charter a special act of the legislature, or was the company incorporated under the general laws of the state? Our road was incorporated under the general laws of the state. It extends from Bridge Square to Thirty-first street, with branches from Thirty-first Junction to Minnehaha Falls, Washburn Park and Hopkins, all in the city of Minneapolis. Have no leased lines.

Has any change been made in the mileage of your road in this state during the past year; if so, give a detailed statement showing what changes have been made and how the present mileage is made up. Additional construction of road from Thirty-seventh street to Washburn Park, being 1.63-100 miles in length. Additional track constructed from Lake Calhoun to Lake Harriet, 1.08-100 miles.

ROADS BELONGING TO OTHER COMPANIES OPERATED BY THIS COMPANY UNDER LEASE OR CONTRACT.

None.

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Total length of above roads	None.
Total length of above roads in Minnesota	None.
Total length of above roads in other states or territories	None.
Number of miles steel rail entire line	17
Number of miles steel rail in Minnesota	All.
Number of miles iron rail entire line	7½
Number of miles iron rail in Minnesota	All.
Gauge of road	3 ft.
Total miles of road operated by this company	24½
Total miles of road operated by this company in Minnesota	All.
Number of stations on all roads operated by this company	4
Number of stations on all roads owned by this company	4
Same in Minnesota	All.
Miles of telegraph on line of road operated by this company	None.
Miles of telegraph owned by this company	None.
Number of telegraph offices in company stations	None.
Number of telegraph stations operated by this company	None.
Number of telegraph stations operated jointly by railroad and telegraph companies	None.
What if any of these lines do business for the general public; give the earnings of such	None.

BUSINESS ADDRESS OF THE COMPANY.

Minneapolis, Lyndale & Minnetonka Railway Company, Minneapolis, Minn.

DESCRIPTION OF ROAD.

Date when the road or portions thereof were opened for public use:
From Thirty-seventh street to Washburn Park, Sept. 1, 1887.
The old books and records do not show when other branches were opened.

CAPITAL STOCK, DEBTS, ETC.

Capital stock authorized $1,000,000 00

COMMON STOCK ISSUED.

Stock subscribed by individuals and other corporations in cash	$385,000 00
Total common stock	$385,000 00
Proportion of stock for Minnesota	All.

When and to whom was the original stock, owned by the company, sold, and what was the cash value realized by the company for the same? Not applicable to this company.

If any stock has been issued since the original, state the date or dates when the same was issued, to whom issued, in what manner the same was paid for, and the cash value realized by the company for the same. Not applicable to this company.

Has any stock been issued during the year? If so, how much and for what purpose? Not applicable to this company.

To whom was such stock issued? Not applicable to this company.

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How much did the company realize from the sale of said stock? Not applicable to this company.

DEBTS, ETC.

BONDED DEBT.

First mortgage bonds, due 1917; rate of interest 5 per cent	$620,000 00
Second and third mortgage bonds	None.
Total bonded debt	620,000 00

FLOATING DEBT.

Amount of debt not secured by mortgage. None.	
Proportion of debt, bonded and floating, for Minnesota All.	
Total amount of paid up stock and debt	$1,005,000 00
Amount of stock and debt per mile of road	41,020 40
Total amount of stock and debt for Minnesota. All.	

COST AND VALUE OF ROAD AND EQUIPMENT.

Cost of right of way, entire line	$31,455 19
Cost of right of way in Minnesota	All.
Cost of construction, entire line	632,126 99
Cost of construction in Minnesota	All.
Cost of present equipment	206,074 85
Cost of all real estate used exclusively in operating the road	23,011 98
Cost of all fixtures and conveniences for business of the road	92,976 16
Total cost of construction and equipment, entire line	985,645 17
Average cost of road and equipment per mile (24½ miles)	40,230 41
Total cost of road and equipment in Minnesota	All.
Average cost of road and equipment per mile in Minnesota	40,230 41
Is your construction account closed? No.	
The value of all other property owned by the corporation	16,283 28

COST OF ROAD AND EQUIPMENT.

Lot 14, block 4, Estabrooks addition, purchased of E. H. Steel, April 1, 1888	$439 98
Lumber and labor in building waiting rooms and new platforms	2,861 28
New rails, material and labor in laying new track	22,380 14
New shop tools	44 83
New coaches and general new equipment	49,502 24
Total	$75,228 47

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COST OF ROAD AND EQUIPMENT.—ENTIRE LINE.

	Additions or Betterments During Year Ending June 30, 1888.	Total Cost of Road up to June 30, 1888.
Superstructure (including ties), construction...	$22,380.14	$632,126.99
Rails, included in above.....		
Land.....	439.98	23,011.98
Passenger and freight stations, engine and car houses, waiting rooms, etc.....	2,861.28	
Shops, machinery and tools	44.83	
Fuel and water stations included in above.		
Engineering expenses included in general construction.		
Right of way.....	.....	31,455.19
General equipment	49,502.24	206,074.85
Other property.....	.....	92,976.16
Total cost of road.....	$75,228.47	$985,645.17
EQUIPMENT.		
Locomotives.....	Included in general equipment.	
Passenger cars.....		
Mail, baggage and express cars.....		
Freight and other cars.....		
Barges, floats and tugs		
Grand total cost of road and equipment....	.....	$985,645.17

CHARACTERISTICS OF ROAD.

BRIDGES AND TRESTLES.

Wooden bridges, number of, 1; aggregate length, 25 feet.
Stone bridges, number of. None.
Iron bridges, number of. None.
Wooden trestles, number of. None.

BRIDGES IN MINNESOTA EXCLUSIVE OF TRESTLES.

Location, Minnehaha creek; kind, wooden; length in feet, 25.

ROAD BED AND TRACK.

Number of track sections in Minnesota.....	3
Average length of sections.....	7
Average number of men in each section gang.....	7
Number of new ties laid in track during the year in Minnesota...	3,000
New rails laid in track during the year in Minnesota, iron, miles	None.
New rails laid in track during the year in Minnesota, steel, miles	3
Total track laid with new rails during the year in Minnesota, miles.....	All.

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What is the average number of years that iron rails last in your track on main line in Minnesota?
What is the average number of years that iron rails last in your track on branches in Minnesota?
What is the average number of years that steel rails last in your track on main line in Minnesota?
What is the average number of years that steel rails last in your track on branches in Minnesota?
What is the average number of years that ties last in your track in Minnesota?

Have not run long enough to know.

What roads belonging to other companies, do your lines cross, where there are no transfer switches between the lines? Chicago, Milwaukee & St. Paul Railway, Hastings division.

Where are such crossings situated? Twenty-ninth street and Nicollet avenue.

FENCING.

Number of miles of fencing on the road, and kind. None.

RAILROAD CROSSINGS AT GRADE.

What railroads cross your road at grade in this state, and at what locality? Chicago, Milwaukee & St. Paul Railway, at Twenty-ninth street and Nicollet avenue.

EQUIPMENT.

Number of locomotives of more than 20 tons weight, exclusive of tender	6
Number of locomotives of more than 10 tons weight, exclusive of tender	9
Number of first class passenger cars	56
Number of second class passenger cars	None.
Number of express and baggage cars	None.
Number of box, freight and stock cars	2
Number of sleeping cars owned by the company	None.
Number of dining cars owned by the company	None.
Number of business cars owned by the company	None.
Number of flat and coal cars	9
Number of hand and other cars	2

The above equipment applies to 24½ miles of road.

Total cost of above equipment. Included in general equipment

Average cost of equipment per mile of road operated. Same as above.

DOINGS OF THE YEAR IN TRANSPORTATION.

MILEAGE IN MINNESOTA.

Have never kept any mileage account.

SPEED OF TRAINS.

	Miles per hour.
The highest rate of speed allowed for express passenger trains	20
Schedule rate of same, including stops	20

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Character of Service.	Average Salary per Month.	Number of Persons Employed on Entire line.	Number of Persons Employed in Minnesota.
Division and assistant superintendents	$135.00	1	1
Clerks in all offices	65.00	4	4
Master and assistant mechanics	60.00	19	19
Conductors	65.00	29	29
Engineers	80.00	23	23
Brakemen	None.	None.	None.
Flag men, switch tenders, gate keepers and watchmen	40.00	11	11
Station agents	None.	None.	None.
Laborers	50.00	25	25
Other employes	50.00	20	20
Total		132	132

DOINGS OF THE YEAR IN TRANSPORTATION.

PASSENGERS.

	Whole Line.
Number of passengers carried during the year ending thirtieth of June, 1888	2,621,310
Total passenger mileage or passengers carried one mile. All.	
Average distance traveled by each passenger, miles	2½

FUEL CONSUMED.

Tons of coal consumed, 4,560.

FREIGHT HAULED.

Do not do any freight business.

TONNAGE OF ARTICLES TRANSPORTED—Entire Line.

Do not do any freight business.

TONNAGE OF ARTICLES TRANSPORTED WITHIN THE STATE OF MINNESOTA.

Do not do any freight business.

EARNINGS DURING THE YEAR ENDING JUNE 30, 1888.

MONTHLY PASSENGER EARNINGS (ENTIRE LINE.)

July, 1887	$19,193 33
August, 1887	14,956 55
September, 1887	13,782 47
October, 1887	10,261 69
November, 1887	9,319 35
December, 1887	9,143 75
January, 1888	8,323 80

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February, 1888	8,211 30
March, 1888	9,052 05
April, 1888	10,111 00
May, 1888	12,446 95
June, 1888	18,345 85
Total	$143,148 09

EARNINGS DURING THE YEAR ENDING JUNE 30, 1888.

MONTHLY EARNINGS FROM ALL SOURCES RESPECTIVELY (IN MINNESOTA).

All in Minnesota.	
Total earnings for year, entire line	$143,148 09
Total passenger earnings in Minnesota	All.
Total earnings in Minnesota	All.
What per cent is the earnings in Minnesota of the earnings of the entire line	All.
Average gross earnings per mile (24½ miles) of track, exclusive of sidings	$5,434 61
Average net earnings per mile (24½ miles) of track, exclusive of sidings. None.	
Average net earnings per train mile. Not applicable.	
Total net earnings, entire line. Not applicable.	

EXPENSES FOR OPERATING THE ROAD FOR THE YEAR.

CLASS I—GENERAL TRAFFIC EXPENSES.

Taxes, state and local	$2,533 83
General salaries, office expenses, and miscellaneous, not embraced in Classes III and IV	3,105 55
Superintendent's salary	1,500 00
Master mechanics	1,200 00
Total	$8,339 38

CLASS II—MAINTENANCE OF WAY AND BUILDINGS, AND MOVEMENT EXPENSES.

Repairs of road, exclusive of bridges, new rails and new ties	$7,246 09
Iron rails laid, deducting old rails taken up. None.	
Steel rails laid, deducting old rails taken up. 1.40 miles.	
New ties (number, 3,000) cost	150 00
Repairs of bridges. None.	
Repairs of buildings and fixtures (stations and turntables). Charged to general expense account.	
Repairs of and additions to machine shops and machinery. Charged to general expense account.	
Repairs of fences, road crossings and signs. None.	
Removing ice and snow	3,232 46
Repairs of locomotives	12,068 07
New locomotives, charged to operating expenses. None.	

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Repairs of snow plows. Charged to general expense account.	
New snow plows, charged to operating expenses. None.	
Fuel for engines and cars —	
Number of tons of coal, 4,560; cost	34,884 00
Water and water stations. None.	
Fuel for stations and shops. None.	
Oil and waste. Charged to general expense account.	
Watchmen, switchmen, flag and signalmen	440 00
Total	$58,020 62

CLASS III — PASSENGER TRAFFIC EXPENSES.

Repairs of passenger, mail and baggage cars	$6,391 13
New passenger, mail and baggage cars charged to operating expenses. None.	
Damages and gratuities, passenger	4,866 65
Amount paid other corporations or individuals not operating roads, for use of passenger cars and repairs of same. None.	
General expense account —	
Includes oil, waste, repairs to buildings, stations, turntables, snow plows, etc	39,309 61
Amount paid other roads for balance of mileage of passenger cars. None.	
Total	$50,567 39

CLASS IV — FREIGHT TRAFFIC EXPENSES.

Salaries, wages and incidentals of freight trains. No freight business.	
Total expenses of operating the road embraced in Classes I, II, III and IV	$116,927 39
Amount paid other companies as rent for use of road. None.	
Total operating expenses in Minnesota	116,927 39
Average operating expenses per mile (24½ miles) of track, exclusive of sidings	4,772 14
Average operating expenses per train mile. Not applicable to us.	
Excess of earnings over operating expenses	$29,220 70

EXPENSES, ETC.

PAYMENTS IN ADDITION TO OPERATING EXPENSES—ENTIRE LINE.

Construction account for the year	$22,380 14
Additional equipment during the year	49,502 24
Additional real estate bought during the year	439 98
Taxes—state, county and national	2,533 83
For interest on bonds	31,077 50
	$105,933 69
Lease or privilege of other roads. None.	
Total payment in addition to operating expenses	$105,933 69

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GENERAL RECAPITULATION.

	Present Year
Total income	$143,148 09
Total operating expenses and taxes	119,461 22
Net income above operating expenses and taxes	23,686 87
Net income above operating expenses, taxes, interest and rental...	Loss.

Have no mileage account.

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GENERAL BALANCE SHEET AT CLOSING OF ACCOUNTS, JUNE 30, 1888.

DR.	June 30, 1888.	CR.	June 30, 1888.
Cost of road	$726,115.16	Capital stock	$385,000.00
Cost of equipment	209,353.94	Funded debt	620,000.00
Other investments	36,802.93		
Supplies and materials on hand	17,508.92	Other debts—	
Interest	23,608.05	Bills payable	120,000.00
Bills receivable	920.00	Sundry accounts	33,317.29
Cash	901.59		
First National Bank	5,848.36		
Sundry accounts	23,280.26		
Profit and loss	113,978.08		
Total	$1,158,317.29	Total	$1,158,317.29

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MISCELLANEOUS STATISTICS.

None.

ADDITIONAL QUESTIONS.

EXPRESS COMPANIES.

None.

TRANSPORTATION COMPANIES.

None.

SLEEPING CARS.

None.

U. S. MAIL IN MINNESOTA.

None.

ELEVATORS AND GRAIN WAREHOUSES ON LINES IN MINNESOTA.

None.

LANDS — CONGRESSIONAL GRANT.

None.

OFFICERS OF THE COMPANY WITH LOCATION OF OFFICES.

Official Position.	Name.	Location of Office.
President	F. C. Pillsbury	Minneapolis.
Vice president	J. H. Randall	"
Secretary	E. H. Center	"
Treasurer	A. Z. Levering	"
General manager	C. G. Goodrich	"
General superintendent	M. Austin	"
Chief engineer	Geo. W. Cooley	"
Auditor	E. H. Center	"
Attorney	Judge M. B. Koon	"

DIRECTORS.

Name.	P. O. Address.	Name.	P. O. Address.
F. C. Pillsbury	Minneapolis.	J. H. Randall	Minneapolis.
C. G. Goodrich	"	A. Z. Levering	"
E. H. Center	"		

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